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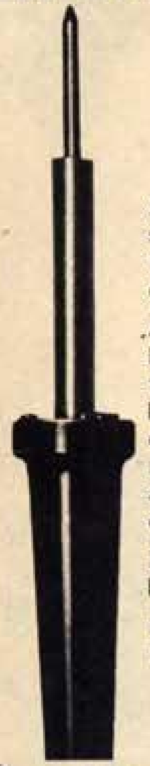

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# SMALL STUFF

**By Bill Von Staden**

Do set-screw wheels have a place in HO? And no, I'm not going bananas over the high price of AJs set-screw wheels again. The people at AJs have made some changes and the price of their set-screw wheels will go down. The subject here is set-screw wheels in general, and this discussion is prompted by the new Riggen HO releases. In case you didn't know, they are offering fronts at $1.10, or $1.25 anodized, and sponge rear boots for $1.60, or $1.75 anodized. So for a four wheel set, you're paying $2.70 plain, or a full $3.00 if you go for the anodized jobs. (Riggen will probably offer a package deal for less, but figure on around $2.50 a set.) This a lot of dough to shell out for a set of tires in HO scale. Oh, and there is no question here of whether the Riggen HO stuff is good or not, it is! The rears I've tested, and I'm impressed. They are a full 1/4" wide and 7/16" in diameter. Concentricity is the word here, and the sponge is soft. As for the fronts, I have (at the time of this writing) yet to see a pair, but I have heard reports from those who know that they are *the* best in HO.

The question here *is*: are they (all set-screw wheels) worth the money? Do they really run truer? Maybe by a bit, but the threaded ones come close. They are easier to work with once you get the screws threaded into the hub, but are they worth all this dough? Yes, they are – IF – and only if the set screws, or the allen key, or the hole for the set screw don't strip. So far I've gone through a few LaGanke hubs where the hole for the set screw stripped, two of Champion's in the same place, one of AJs in the same place, a Riggen wrench and a LaGanke wrench. I even found a pair of LaGanke wheels where the wrench didn't fit the set screws, but a Champion wrench did! This one is beyond me. I am not putting any undue force on these parts at all, yet I strip things. Champion's idea of using a four spline wrench was a good one, and everybody should've followed suit. Right now only a couple of the wrenches are interchangable, and telling any of them apart (except Champion's) is impossible without a magnifying glass! Now, if all this can be straightened out, I'm ready for HO set screws. They are so simple to swap, and to adjust for 1¼" maximum width. No messing around with different threaded axles, removing one jam nut, etc.

Lancer released a few new numbers in HO clear bodies awhile ago. If you haven't seen the McLaren M8C (or is it an M8B?), the Autocoast Ti-22, Ferrari 612, Lola T-163, Challenger T/A, Firebird Trans–Am, Superbird or the Torino, a trip to your local dealer is in order. These bodies come pre-trimmed, and a driver/interior is included. The mounts have been deleted, and the new price if fifty cents. The four Detroit bodies look like shoeboxes with wheelwells, but that seems to be the trend in HO clear bodies these days. The roofs are chopped, windshields raked more, and they *ALL* use the long wheelbase on the Aurora chassis. And they all fit over TycoPros and have the right wheelbase for it.)

The scratchbuilt anglewinder is creating quite a bit of commotion lately. I've tried a few, one of which was made by Challenger Products, 866 Chestnut Street, Franklin Square, L.I., N.Y. The car I tested was built in a rush so they could get it to me in time for this review, as such. Production models will be much better because extra time and care will be taken to make sure each car is mechanically perfect. I had to personally change a few things here and there to get it to run right, and I threw in a few modicications while I was at it. The "up" stop on the drop arm needed moving, but I elected to remove it and replace it with a regular Aurora pickup spring. The regular Tyco drop arm weights that came on the car were shelved in favor of a LaGanke unit ($.30). With a balanced Mura armature in the Mabuchi can, my anglewinder really started to get it on. I ran it with both silicone and gooped sponge, and for the first time, I'll take the sponge. The car was entirely driveable and very forgiving with a 45 ohm Parma controller. It cornered like mad and was very fast in the chutes. (No, Tom, there were no postage stamps in sight.) Now get this: Challenger offers this anglewinder for ten dollars. (You don't get the Mura armature, that was mine.) The car comes with a trimmed but unpainted Kirby body. So far the choice is between the 512/S and the McLaren, but if the new Lancer bodies fit, I'm sure they'll be offering those as well. A self-addressed, stamped envelope will get you all the info.

The Aurora West controller has arrived. It is quite a breakthrough for Aurora, who has for so long lacked a really decent controller for their home sets. While this controller will be a big help to the guy who races on a small home set, it will probably be of little value to the serious enthusiast. For even a large home track, something with more quality and less ohmage is needed.

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# THE ART OF SCRATCH-BUILDING

By Phil Jensen

BY THIS TIME, YOU SHOULD have an idea of what car you're going to scratchbuild in miniature and the scale you're going to use. If you took my advice in the previous columns, you've located all the pictures you could and read up on the history and specifications of your subject. You've ordered plans from one of the sources I listed, or drew your own by the methods I described. Now, let's take a look at the materials you'll be using.

There is, of course, a vast variety of materials you can employ in scratchbuilding model cars. Each has its advantages and disadvantages, and some are more suitable for specific parts than are others. Some may be difficult for you to obtain, so I'll suggest sources. Study the following, then file it for future reference when we go into the construction of specific parts.

## BALSA

This wood has long been "the modelers' friend" for many reasons. It's widely available in hobby and craft shops in thicknesses ranging from 1/64 inch to two or three inches or more. It's light in weight and easy to work. However, it has a porous surface that requires heroic measures to bring to a really smooth finish, and its softness makes it highly susceptible to nicks, dents and scratches. Further, balsa is relatively weak, especially in thin sections, and great care must be taken to avoid breakage. We'll sometimes suggest balsa for specific uses, but in general, other woods are preferable.

## PINE

White pine is the variety most often used in modeling, although yellow pine is a good second choice. These woods are close-grained, reasonably workable, and easy to obtain at lumber yards. In most cases, you'll have to have pine planed to the desired thickness, as it's almost always sold as nominal one-inch or two-inch stock. Because of this and the danger of warpage, it's seldom practical to use pine in less than 1/2 or 3/8-inch thicknesses.

## BASSWOOD AND SPRUCE

Both of these are highly desirable woods for model use, being fine-grained, strong, and yet easy to work and finish. They are rather more difficult to find than pine, but hobby shops that specialize in model railroad supplies usually carry basswood in assorted sizes and shapes. Spruce is an aircraft modelers' wood, so look for it in shops that cater to this trade. Thin sheets and strips are available, but blocks and planks are rarely obtainable from usual sources. If you find these woods to your liking, send 25¢ for a catalog to:

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or 35¢ to:

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## HARDWOODS

In general, such hardwoods as birch, walnut and maple – as well as the exotic ones like ebony, mahogany, etc. – are too difficult to work for our purposes. However, birch dowels – sold at hardware stores and lumberyards – are useful when round stock is required. Hardwoods are also best for machining, so if you invest in power tools, you'll find yourself using considerable maple and birch for wheels and similar parts. Either of the sources listed above carry a broad selection of these materials in many useful sizes.

## PLYWOOD

Standard "commercial" plywood, in sizes ranging upward from 1/4 inch, has no practical application in scratchbuilding. Several years ago, however, I "discovered" model airplane plywood which has fine-grain surfaces front and back and can be purchased in thicknesses from 1/4 down to 1/32 inch. This is ideal for many thin parts, such as frame members, front axles, windshield frames, and flat body sides. Look for it where model airplane supplies are sold, or check advertisements in a copy of "MODEL AIRPLANE NEWS" magazine. This material takes a fine finish, but must be sawed and filed to the desired shape.

## BRASS AND COPPER

Because of the ease with which they can be soldered, brass and its close relative, copper, are of great value to modelers. The latter, while somewhat softer and more workable, is difficult to obtain in sheet form,


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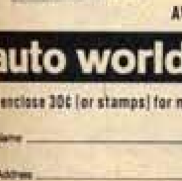
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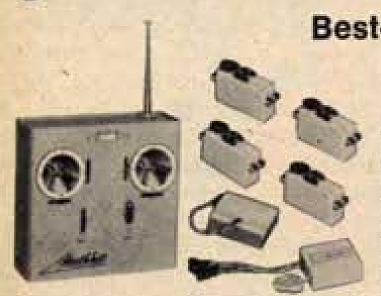


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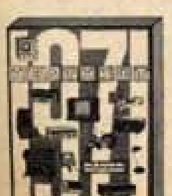


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# THE ART OF SCRATCH-BUILDING

whereas sheet brass is not only sold in some hobby shops but is available as "shim stock" of various thicknesses in automotive supply stores. If the brass you get seems too "springy," it can be annealed by heating to dull redness in a flame and then quenching in water.

You'll also find many uses for brass wire in assorted sizes, as well as for brass tubing. Both are common hobby-shop items.

## ALUMINUM

When parts can be bolted together or glued with epoxy, aluminum's shiny finish and relatively good workability make it a good choice. Aluminum "solders" are available, but aren't too practical for modeling use. While less available than brass, this metal comes in numerous forms and will be seen in hobby and craft shops, hardware stores, and other "do it yourself" outlets. When polished with any fine abrasive, aluminum takes on a chrome-like luster, suggesting its use for bright-metal plated parts.

## PLASTICS

The introduction of plastics to scratchbuilding is relatively recent, since reasonably priced sheet stock and structural shapes have just become available during the last few years. The primary manufacturer of these materials is:

**Plastruct, Incorporated**
**Dept. MCS**
**1621 N. Indiana St.**
**Los Angeles, Calif. 90063**

Many hobby stores are stocking Plastruct items, but they are also available by mail from the above address. A catalog/handbook costs 50¢.

Plastic is quite easy to work and takes an excellent finish. It may be bent when heated, but some practice is required to perfect your techniques, and forms are needed for precision bending.

Windows and windshields must be made from clear plastic, of course, since real glass is both fragile and difficult to handle. I prefer the acrylics (Plexiglas and Lucite) for large-scale models, but 1/16-inch appears to be the minimum thickness obtainable and this, obviously, is much too heavy for the smaller scales. For these – and for larger models with curved "glass" – sheet acetate is the best solution. Sometimes a suitable piece can be salvaged from a car kit, but clear styrene seems quite brittle and difficult to cut to shape.

## FIBERGLAS-REINFORCED PLASTIC

I have no experience with this material, but have seen some fabulous results obtained with it. Later, I'll try to get an "expert" to describe its use for you, in this column, or perhaps we can publish a feature article.

## CARDSTOCK

It may surprise you to learn that this ubiquitious material has many uses in scratchbuilding. Remarkably strong and flexible for its thickness, cardstock has a smooth surface which, when properly primed and sealed, takes paints as well as metals or plastics.

Index cards, available in several sizes at stationery counters, are a handy source of high-quality stock. Note that cardstock bends more readily in one direction than in the other, and that curved parts should be laid out accordingly. Pre-curl such parts by wrapping them around any cylinderical object somewhat smaller in diameter than the desired curvature. When sharp corners are needed, score lightly with an X-Acto knife on the outer surface of the bend, using a metal ruler as a guide.

## ADHESIVES

While they aren't "materials" in the strictest sense, it's helpful to know a little about the adhesives used in scratchbuilding and their applications. Here are the ones I keep on hand:

### "Model Airplane" Cement

Use this for joining balsa-wood parts or, in a pinch, for cardstock or any wood. It dries quite rapidly, doesn't ordinarily require clamping, and forms a moderately strong bond. My favorite brand is "Ambroid," although "Duco Household Cement" is similar. Avoid types labeled "fast drying" as they lack a strength and are hard to spread. For best results, always apply a thin coat to both surfaces, let dry, then add another thin coat to one side of the joint and bring the parts into contact.

### Resin Emulsion Cement

This family of glues produces the strongest joints in wood and cardstock parts, although they dry somewhat more slowly than the model airplane cements. "Elmer's Glue" is the most common brand, but these "white

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# THE ART OF SCRATCH-BUILDING

glues" are all similar and seem to be equally good.

Although the instructions usually specify the same "two-coat" procedure recommended for model airplane cements, I've seldom found this necessary. You should, however, clamp the parts lightly while the glue dries.

It's worth noting that until they harden, these glues are water-soluable and any excess or smears can be wiped away with a damp cloth.

**Epoxy Cement**

The epoxies have a reputation for being able to "join anything to anything." This is well deserved and, when metal is involved, epoxy is the only way to go – short of soldering. Unlike other cements, epoxy will hold on vacuum-metallized-chrome or painted surfaces. It's also useful for plastics when maximum strength is required, or for installing windows, lamp-lenses, and similar clear parts because it doesn't "etch" the surfaces.

As you know, I'm sure, epoxy cements come in two parts (resin and catalyst or "hardener") and must be mixed just before use. To avoid waste, plan your work ahead and mix only as much cement as you need. I always mix epoxies on a small piece of aluminum foil, placing equal-size "puddles" of the two parts side by side and then stirring them with a stick. The excess, if any, can then be discarded easily by folding up the foil and throwing it into the trash can.

Many good brands are available, including one made by "3-M" company, but be sure to get the clear type, rather than a white or grey one. Be sure to follow the instructions accurately, for the brand you're using, and because epoxies harden slowly, give the joint plenty of time to set before handling it. Clamping is advisable but not absolutely necessary.

**Contact Cement**

For some puzzling tasks, like installing cloth or leather upholstery and fastening rubber tires to their rims, contact cement is a lifesaver. It may also be used to join metals and other non-porous materials when flat surfaces or reasonable size are involved, but the joint remains semi-flexible and may "creep."

"Pliobond" and "Weldwood" are two top brands. It's best to buy these in tubes, as this material tends to thicken in bottles. Again, follow the instructions carefully to obtain the best results.

**Plastic Cement**

This adhesive hardly needs to be described to kit builders, but it's worth noting that both types – the syrupy variety sold in tubes and the water-thin kind that comes in bottles – are useful in specific cases. Never try to use plastic cement on anything else: It just won't work!

If you use Plastruct in any of your projects, be sure to get the special liquid cement made for this material. It works better than regular styrene cements.

## TOOLS

Tools are so much a matter of personal choice, it's difficult to prepare an all-inclusive list. The following, however, are the ones I've found indispensible in my own workshop:

**Saws**

Zona or X-Acto razor saw for straight cuts in wood and plastic.

Jewelers' saw with very fine blade for cutting thin wood and metal.

Coping saw for straight and curved cuts in thicker wood.

**Drills**

Hand drill ("eggbeater" type).

Pin vise for small drills.

Drill bits – sizes 0 through 60 and 61 through 80.

**Files**

One set of fine-cut jewelers' files for close work, shaping and finishing.

Assorted larger files of all types for "roughing out" parts.

**Pliers**

Six-inch needle-nose for bending metal.

Four-inch jewelers' chain-nose for shaping wire.

Six-inch side-cutters for cutting wire.

**Scissors**

Eight- or ten-inch household shears for cutting paper and cardstock.

Straight-blade embroidery scissors for tight work.

"Electricians' shears" for cutting shape metal.

**Knives and Chisels**

Jacknife with large and small blades for rough cuts.

X-Acto knife and plenty of No. 11 blades for general cutting and shaping.

Quarter-inch flat chisel.

Set of X-Acto gouges for concave cuts.

**Miscellaneous Tools**

Six-inch machinists' square; six-inch and 12-inch steel rulers for layout work and straight cuts.

Scriber for marking metals and plastics.

Small tack, ball-peen, or machinists' hammer for general use.

Miniature sanding block with medium and fine refills.

Assorted clamps (spring-type clothespins are useful for delicate work).

Small bench vise and/or drill-press vise for holding work.

**Power Tools** – These aren't essential, but if you can afford them, they do save time and effort.

Quarter-inch power drill (even a cheap one is satisfactory for light work), preferably with drill-press attachment.

Dremel Moto-Tool with assorted accessories.

Power jig-saw for cutting out wooden parts.

"Unimat" or other small lathe.

By listing the foregoing, I don't mean to imply that you need every one of them before you can begin scratchbuilding. The odds are that you'll already have some of these tools, and you can acquire the remaining few, one or two at a time. Remember, especially, that there's no such thing as a "good cheap tool," and it's better to spend a dollar or two extra, at the beginning, to buy a quality item instead of a dime-store, made-in-Hong Kong special that will soon grow dull or wear out. If your budget is limited, investigate the hobby tools made by X-Acto. These are of surprisingly good quality, for the price, and will give you years of service. For tools of Rolls-Royce quality (but not of price), send 25¢ for a catalog to Brookstone Company, Dept. MCS, 2022 Brookstone Building, Peterborough, New Hampshire 03458.

Next time, we'll roll up our sleeves and get to work. Our first subject will be frames, how to plan and build them.

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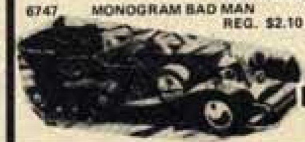


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# QUESTION SESSION

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1. **Submit all questions on a postcard or card stock, ONLY.**
2. **Use one postcard for one question only. (Postcard may be any size, if folded).**
3. **Type or print all information if possible.**
4. **Only those questions of general interest will be answered.**
5. **All reasonable questions will be answered in this column, but time negates the possibility of a personal reply.**

**Q** I have a painting problem. The problem cropped up when I started applying clear coats of lacquer on a pearl body. The clear lacquer YELLOWED the pearl white body. I have heard that clear acrylic lacquer DOES NOT YELLOW, but I can't find any. Even Auto World doesn't stock it. Could you possibly give me the name and address of a company that supplies it? I am sure other modelers are having the same problem and would like to find a solution. Keep up the good work on a truly fine magazine.

Mark Swettman
Springfield, Illinois

**A** *I don't know what brand of paint you were using, Mark, but chances are it was a polyurethane type. You can solve your problems by using some of Testor's "Gloss-Cote" for a glossy finish or "Dull-Cote" for a flat finish. These two clear paints combine the best qualities of enamel and lacquer and will work over either type of paint without "crazing." All of Testor's paints dry quickly, like lacquer, and have a glossy finish that doesn't require buffing like enamel. You can buy their paints in almost any hobby shop market, etc.*

**Q** Could you give me, or send me, a real trick on how to put vinyl on a model car kit. I would like to see one of my models with a vinyl top.

Richard Larose
Hull, Quebec, Canada

**A** *A real vinyl top on a model would look terrible, Richard. There are too many compound curves and sharp radii to get the vinyl to lay on smooth. A much neater trick is to paint the top with real automotive lacquer which will lightly wrinkle the plastic and give it the texture of vinyl. Spray cans of "touch-up" brand paint come in all colors of the rainbow to compliment your paint scheme. If you still insist on using real vinyl, you can purchase thin vinyl wallpaper material in any paint store for less then 50¢ per yard.*

**Q** I would like to know where you can obtain clear enamel. Thank you for any help you can give me.

Kevin Walters
Enola, Penna

**A** *That's easy enough, Kevin. Nearly all grocery stores, dime stores, toy stores, hobby shops and discount houses in the U.S. of A. carry Testors's paint. You can buy it in a small bottle to brush on, or look for the can labeled "gloss-cote."*

**Q** I have some questions about HO controllers for you. First, in your report on the TycoPro you said to use a lower ohm rated controller and yet in Small Stuff Bill Von Staden said to use a 85 ohm controller. Who's right? Secondly, I would like to know how the brakes included with some controllers work, and whether or not it could be installed in a controller that doesn't have brakes.

Chris DeMarco
Shelton, Conn

**A** *It's not a matter of who is right but more of a matter of preference. The 85 ohm controllers are fine and they allow you to "drive" through a corner but they have too much "dead" space at the beginning of their travel to suit me. I prefer the quick response and sensitive feeling of a lower ohm controller, which will allow me to power through a corner and jump on it quicker going into straights. This is the same reason that pro 1/24th drivers have gone to five ohm controllers in their scale. My favorite controller of all time is the obsolete (and no longer available) Revell "Egg." It has a linear feeling of control and is suitable for use with all cars from HO to 1/24th. The brakes offer a form of dynamic braking, an electronics term, to the motor by shorting the motor leads together. All coasting D.C. motors act as generators and this shorted condition will rapidly slow the motor. You can rig any controller for brakes by allowing the controller wiper to come in contact with a lead connected to one side of the track and the wiper lead to the other side.*

**Q** I would like to know if any model car company makes the "Snake" or "Mongoose" funny car kit? If so, what company?

Chris King
Mentor, Ohio

**A** *You betcha,' Chris, but they are not plastic kits. Both Don "The Snake" and Tom "The Mongoose" are sponsored by Mattel's prolific Hot Wheels. The two cars are offered as Hot Wheel cars with flip-up bodies and detailed interiors. Don't look for these to ever appear as plastic kits since Mattel now owns the rights to these.*

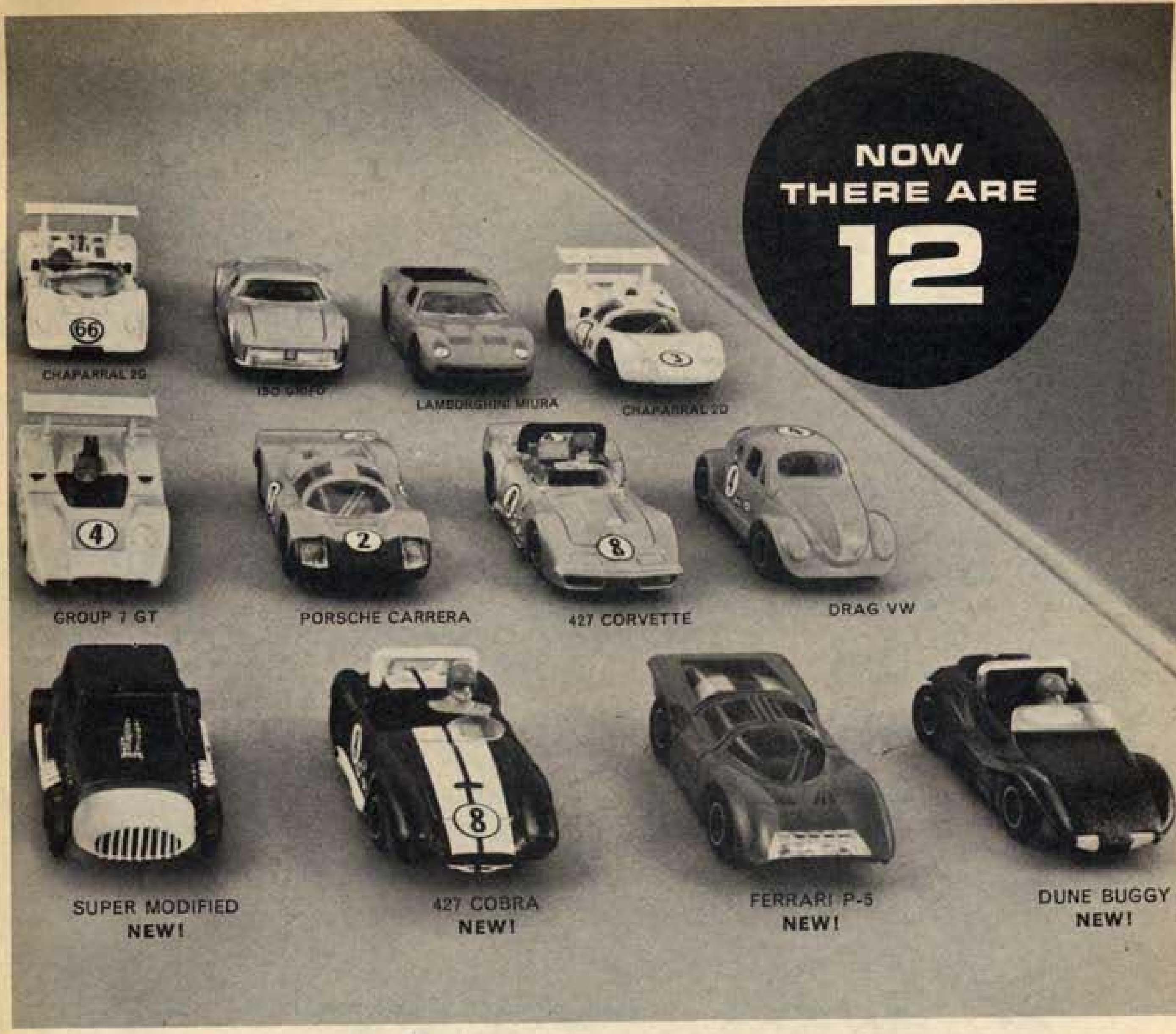
**Q** Seven months ago you did an article on how to build Ridgeroute Raceway. This raceway really turned me on. The raceway was a breeze to build but I am now having some problems with my power pack. It is a 24 volt, one amp power supply. One car runs okay, but when two cars are run, something takes place that causes the fuse in the power pack to pop. What am I doing wrong?

John Marsh
La Mesa, Calif.

**A** *Don't worry John, you're not doing anything wrong. It's just that your power pack has an amp rating that is too low to handle the really hot cars being produced by Tyco and Aurora, lately. I'm currently using an 18 volt, two amp M.R.C. powerpack on Ridgeroute, with all but the hottest cars. I've found that when we're running rewinds (Dale Flanagan and I dice occasionally) the cars will run as slow as some stockers. If you purchase a used car battery and hook it up to your track it will have more than enough power for eight lanes of racing. A 6 volt and 12 volt battery could be hooked up in series to produce the needed 18 volts.*

**Q** First, I would like to say that you have a terrific magazine. I have two questions I would like to ask you: First – I would appreciate it if you would give an address of a company from which I can purchase Lionel HO

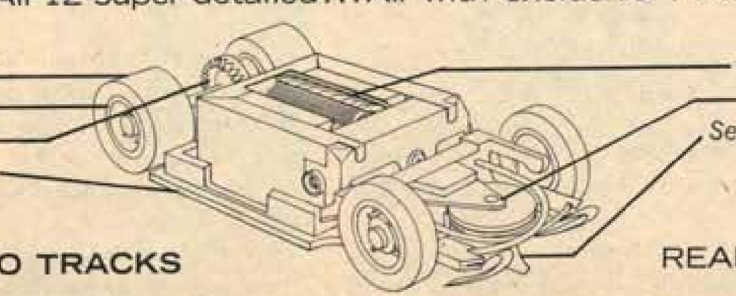
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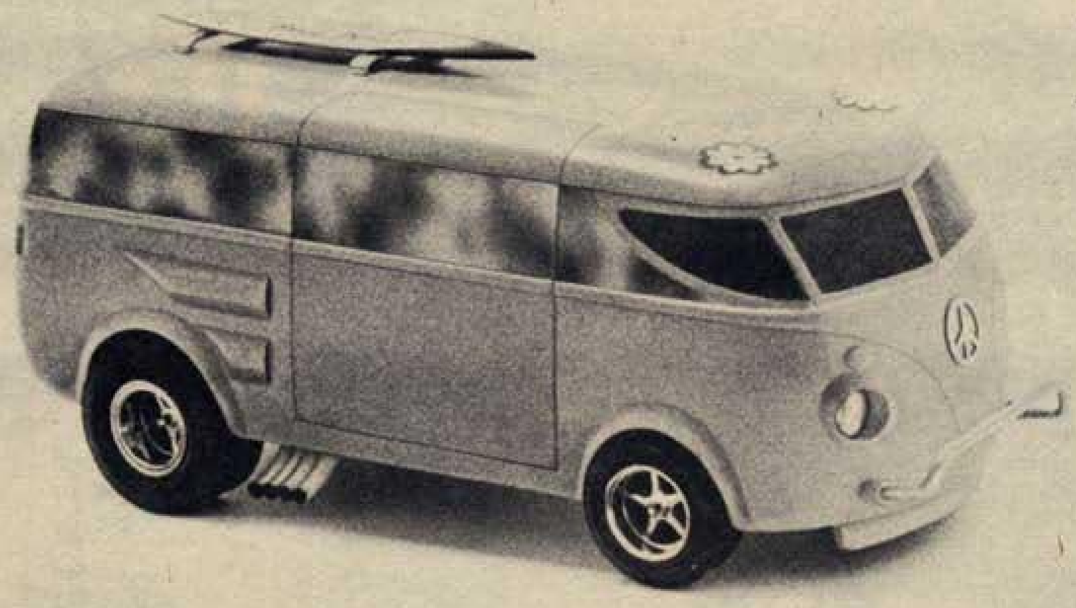



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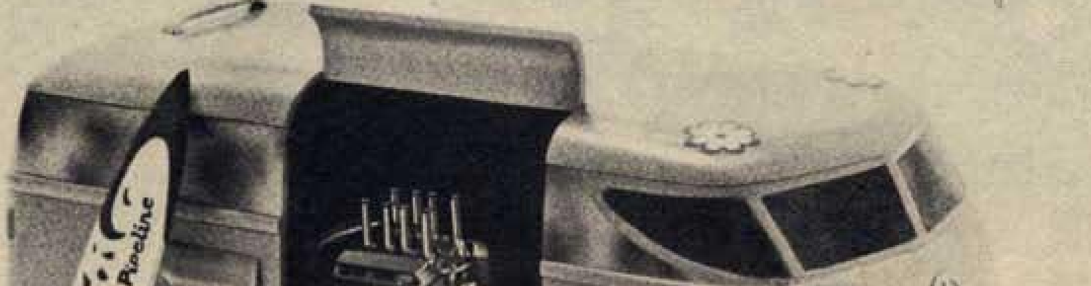
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In the August issue of MCS we introduced you to our new European writer, Phillipe de Lespinay. This month we spotlight our own Brick Price. Let's let Brick tell the story in his own words.

# BRICK!



*We'll have to go back approximately ten years to find the roots for my present infatuation with racing and things mechanical. I scrimped and saved my money until I was able to purchase the ultimate in ten-speed racing bikes known as the Olmo. I competed in many events in and around Altadena, and actually placed well up in the ranks a time or two. A serious accident, one day, resulted in many cuts, a few abrasions and a fractured collar bone. After recovering from that set-back I settled down to simpler things in high school, including lettering in football, baseball, and as a yell leader. My last year in high school was great fun since I was engaged in fencing and quarter-staff dueling and won several meets. It was about this time that I also was involved in road racing and Gymkhanas with an MGA 1600 roadster.*

*In 1964, I won a Memorial Day 500 lap race by a sizeable margin and was the high point driver for the month of August.*

*1962 was the year that I was introduced to motorcycling, almost against my will! A friend owned a Honda 305 and took me for a ride through Topanga Canyon that nearly scared me witless. I had a death grip on the seat but the ride had been exciting and the temptation too great, so I bought my own 305. Of course the bike was later customized and hopped up to the hilt.*

*In 1965, Honda introduced their 160 c.c. model which was hot enough to beat most 250 c.c. bikes. I purchased one of the first 160 models and promptly set a new record in the 175 c.c. class of drag racing at 17.74 E.T. and 70.53 m.p.h. I bored the 160 to 174 c.c. and managed to scrounge enough sponsors and parts to build an all-out drag bike. The 174 (10 cubic inches) was developing 33 horsepower after I rebuilt and modified it!*

*In 1966, I set the AHRA world record with a 16.17 sec. E.T. and 79.32 m.p.h. That same year Dutch Fielder and I won best of show at the Sports Arena for our display.*

*In 1968, I bettered my old record with a newer 175, with an E.T. of 14.71 and a speed of 92.11 m.p.h. I had several opportunities to ride as a passenger in a side hack but I prefer*

*the speed and freedom of solo road racing.*

*No biography would be complete without mentioning a man's military career. I was drafted into the Army, from a comfortable job as a draftsman at Hughes Aircraft, on my birthday, in 1966 (some birthday present–Ed.). The service felt I was qualified for the signal corps, hence 17 weeks of training in navigational equipment usage and repair. I was the top graduate from the class, which netted me a job as electronics instructor at the same school, as well as a set of Sergeant stripes. True to form, however, I spent the last few months in the Army as a staff cartoonist making films for official functions! I returned to work at Hughes Aircraft as an electronics printed circuit board designer.*

*Some of my projects included the Com Sat Satellite, Surveyor (Lunar probing) and computer navigation equipment on the F 111-B.*

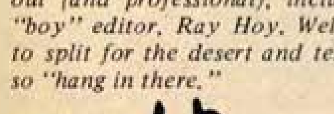
*While working at Hughes, I stumbled into Ray Hoy's office with an award winning motorcycle that I had built. The result was a complete series of articles on building models. Since that first article, I've written for many automotive and hobby magazines.*

*I've always been interested in full sized cars, and I'm now the proud owner of a '57 Corvette, '58 Edsel Ranchero and a '67 Firebird. Other toys include a '70 Honda 750 and '70 Honda 450, as well as a racing bike.*

*Last year I became President of the Southern California Chapter of the International Association of Automotive Modelers. I have a collection of die-cast cars and motorcycles that is approaching the 2,000 mark, and a plastic model collection of nearly as many. I also collect stamps depicting wheeled vehicles and any old automotive literature.*

*I recently became the Managing Editor of a new motorcycle magazine dubbed "Cycle Mechanics," and I'm working on a book of HO track plans and construction tips similar to Ridgeroute.*

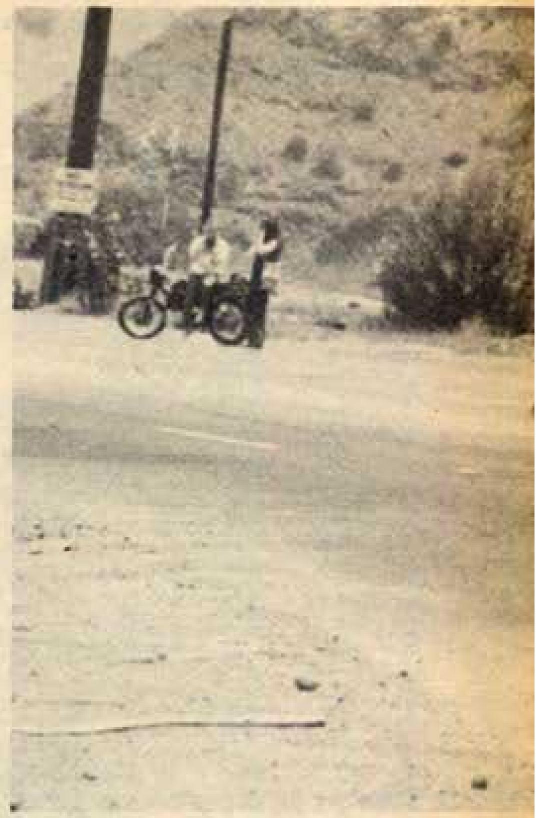
*There are a lot of heavy things that I'm working with Ray Hoy on, including an HO Bonneville meet, so my work at MCS is cut out for me. In future issues you'll learn about some of the other writers. They're pretty far out (and professional), including our "boy" editor, Ray Hoy. Well I've got to split for the desert and test a bike, so "hang in there."*



Brick Price



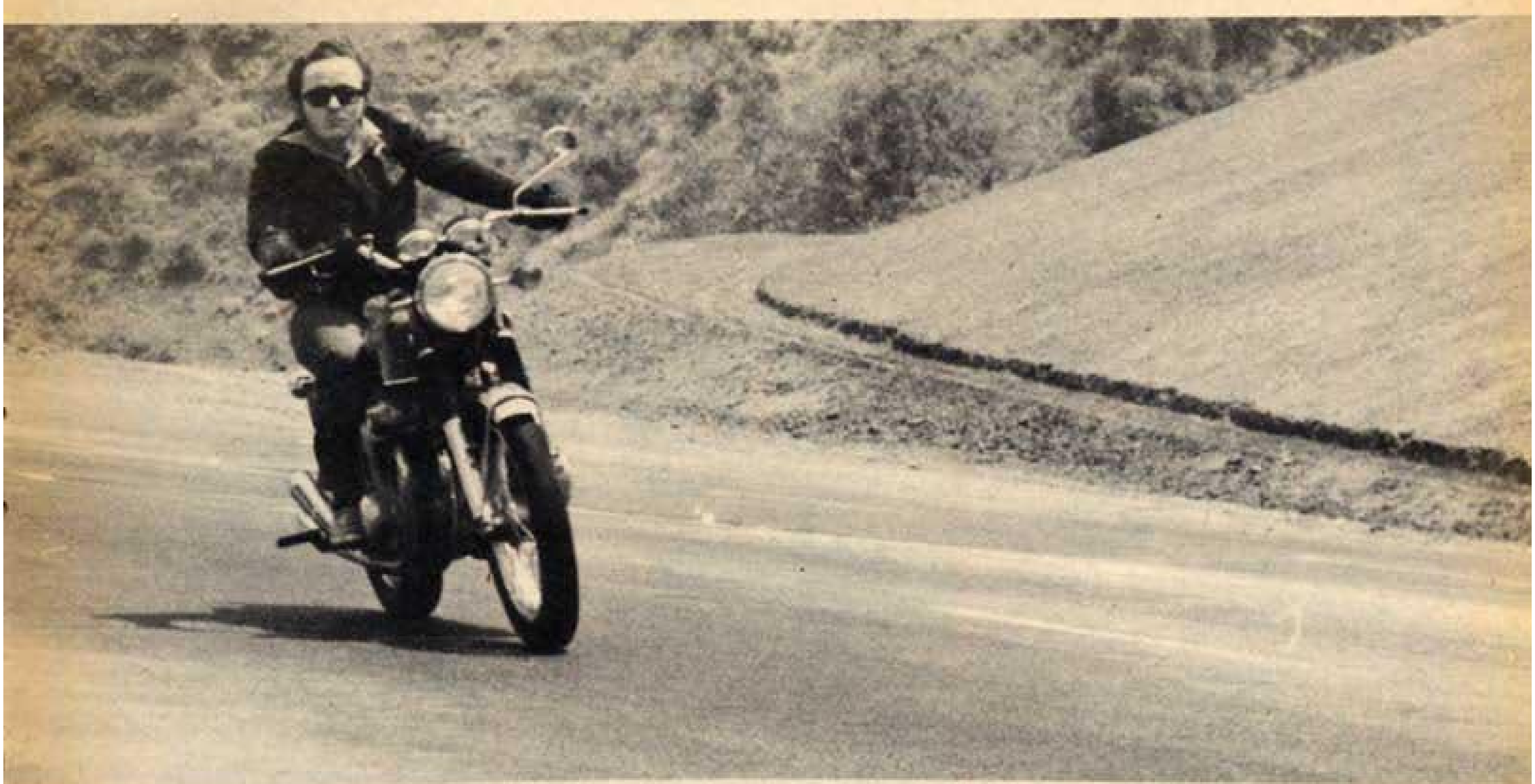
**Part of my regular activities include judging contests, as this one held at T.G. & Y. in Los Angeles.**



**The mountains in and around Santa Monica offer a great area for road testing a bike's handling. This corner on Sepulveda can be taken easily at 70 m.p.h.**



**Often as not, I'll take my models to the Santa Monica Civic Center, or Marina, to give them a realistic setting. The camera is a Nikon FTN**

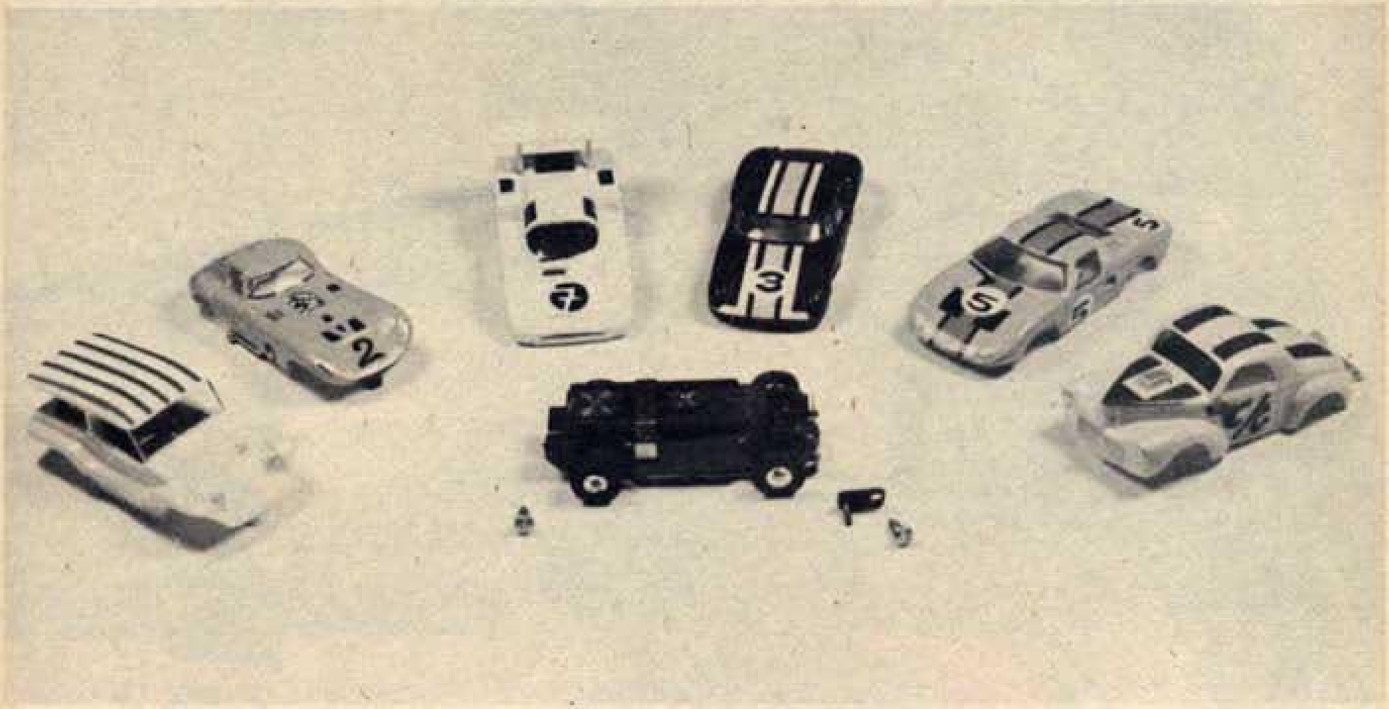




The four cylinder 750 is one of my all-time favorite bikes. Road riding is its forte (and my "bag").

Got a dollar? That's all it takes to turn Aurora's "Tuff One" into a . . .

# One buck brawler

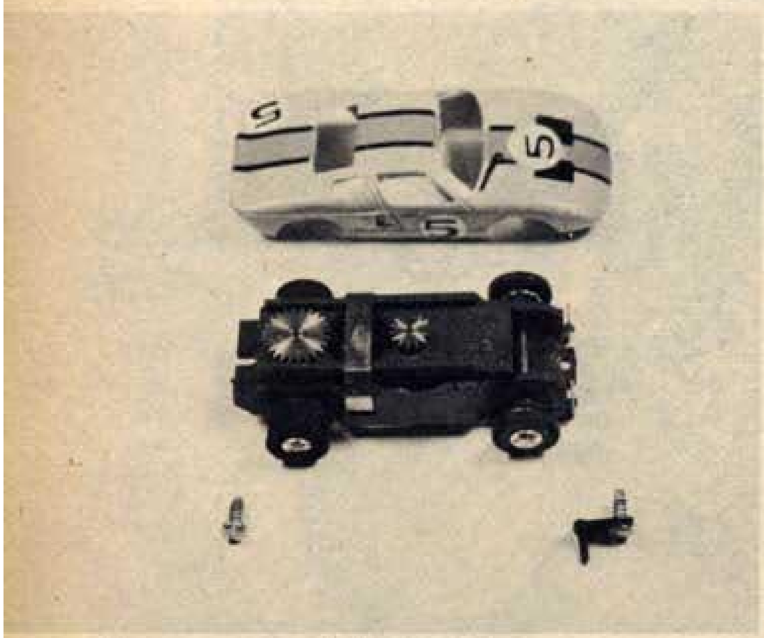


Aurora's six "Tuff Ones" from left to right are: Dune Buggy Coupe; Cheetah; Chaparral 2F; Lola GT; Ford GT; and a Willys Gas Drag Car.

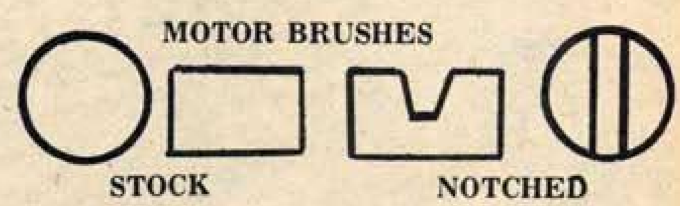
By Dale Flanagan



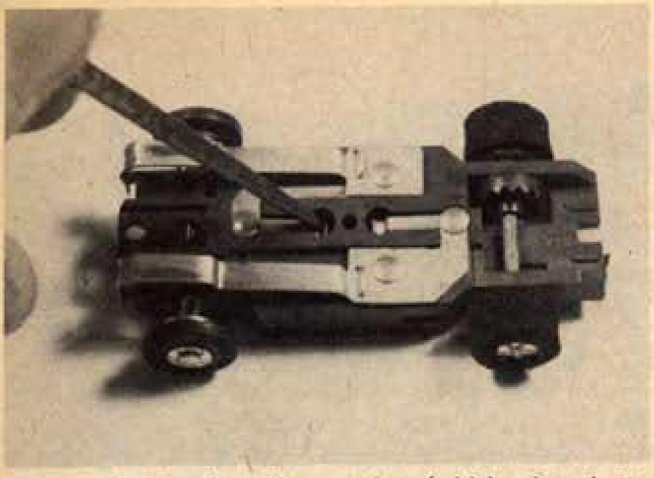
Here's the familar T-Jet chassis, common to all of the six body styles shown above. Remove the two screws at the bottom of the chassis to slip the body off. The front body mount screw also holds the guide pin to the chassis.



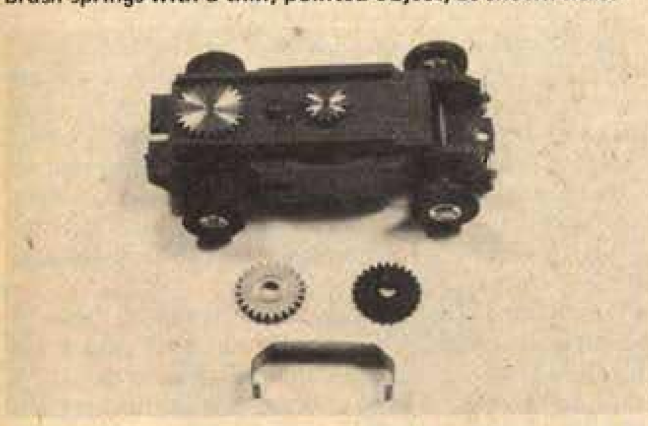
After you remove the U-shaped gearplate clip, lift off the armature-gearplate assembly. Those two round gadgets in the spring-loaded holes are motor brushes. (If the crescent shaped magnets come out, just slip them back into place in their holes. The one painted red goes in the rear.)




You can get a bit of extra power by replacing the stock motor brushes with notched "Hemi" ones. These are available from several H.O. mail order houses. You can modify your stock brushes, however, (at no expense) by notching them with a triangular file. This notch accepts the brush spring, which keeps the brush from rotating in its hole, thus giving better contact.



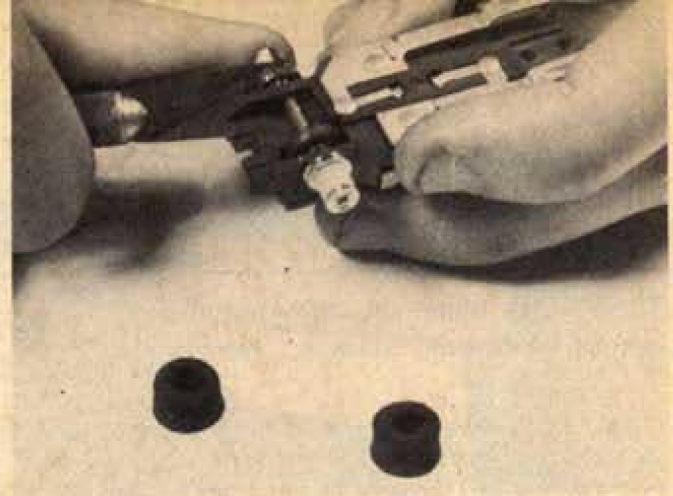
Increase the brush spring tension (which gives better electrical contact, also) by pushing gently down on the brush springs with a thin, pointed object, as shown here.



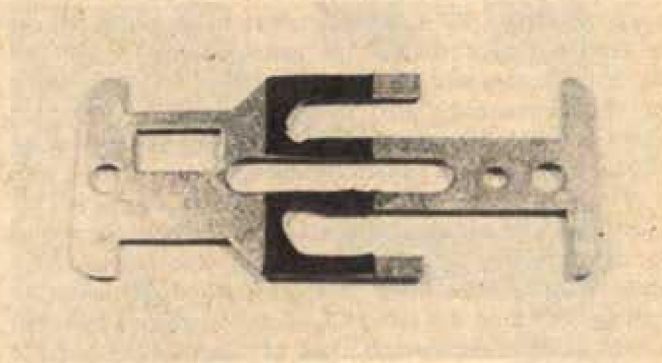
Slip the brushes back in their holes and reassemble the armature assembly. Heres a tip: you can replace the conventional black nylon idler gear (shown at the right) with a brass one (left). The brass idler gear costs just 15¢ and is, once again, carried by most H.O. mail order houses. Friction is the last thing you need, and with as many gears as there are in the T-Jet power train, it can rob you of valuable power. Keep your chassis clean and oil it properly (but sparingly). The lower armature bearing (right next to the two brushes) is critical. Too much oil there can get into the motor and cause sparking and even destruction.



With power to the lane, hold the rear wheels slightly off a piece of sandpaper, then lower until the rear tires touch. Don't put too much pressure on them as the motor could bog down. Use a sandpaper block (or fingernail file – the emery board kind) to round off the inside and outside edges of the tire.



Scrape the chrome from the rear hubs. Use contact cement, Pliobond or epoxy to mount the tire squarely on the rim. Do so by coating the inside of the tire and the surface of the wheel rim. Pull at the tire with your fingers until it looks like its setting squarely. Let it dry.



Here's just one of the many handling pans on the market, AJ's "Panhandler." They keep the weight right down on the deck, for maximum handling. Protect against electrical shorts by placing a piece of black electrical tape across the pan, as shown.



Fit the pan and guide pin to the chassis, then the body. The pan should fit loosely to the chassis (this is easily done by simply not tightening the body mount screws all the way down). Looseness between the body and pan helps isolate vibrations, thereby improving your car's cornering speed. After you run a few slow laps (to see if anything is rubbing, etc.) you might want to trim some plastic from the body around critical areas such as wheel wells (to be sure the tires have no chance to drag), do a little "pan bending" for more clearance, and otherwise just plain eyeballing. There you are, chillun, for under a buck you've got yourself a much better running machine.

# Aurora's $\frac{1}{32}$ Cars

**These quick home set ready-to-run cars can be made even quicker. Here's how.**

By Robert Schleicher

The biggest news of the year for the home set crowd and the club racers, are the cars you see here; Aurora has added an entire line of 1/32 scale cars and sets to their already premier HO products. The newest Aurora cars and sets are designed to be reliable runners under any racing conditions from ten-foot long ovals to hundred-foot per lap road racing courses.

The same pickup system proven on the millions of Aurora HO scale cars is retained for these larger scale machines. This 1/32 scale track is also an expanded version of the electrically-reliable "rail" pickup strips used on the HO scale Aurora sets. The hand controllers are the standard of the commercial "pro" racers – the Russkit-designed pistol-grip style. Every design aspect of the new 1/32 scale Aurora line is slanted toward trouble-free fun.

The new Aurora 1/32 scale home racing set cars are the most welcome addition to the 1/32 scale fan's catalog of racing machinery. These cars set a high standard for 1/32 scale ready-to-runs, with their precisely-detailed bodies exactly matching the latest Can-Am Ferrari and McLaren sports-racing roadsters (and a pair of "Group 6" GT coupes to follow). Each car is furnished with super-wide tires, mag-style wheels, a full set of decal markings, and pre-painted drivers and details – all you need to add for a race-ready "concours" machine are the decals.

As beautiful as the Aurora 1/32 scale cars are, we really wouldn't want you to think that they're also the answer to ultra-high speed home racing. The cars are reliable performers with performance potential equal to any of the similarly-priced home set ready-to-runs. The Aurora 1/32s are so well suited to home racing that we felt it our "editorial duty" to show you how to adapt the Aurora pickup "shoe" system to other brands of track. Aurora includes a pair of clip-on braids with each of their cars that will at least allow the cars to race on other brands.

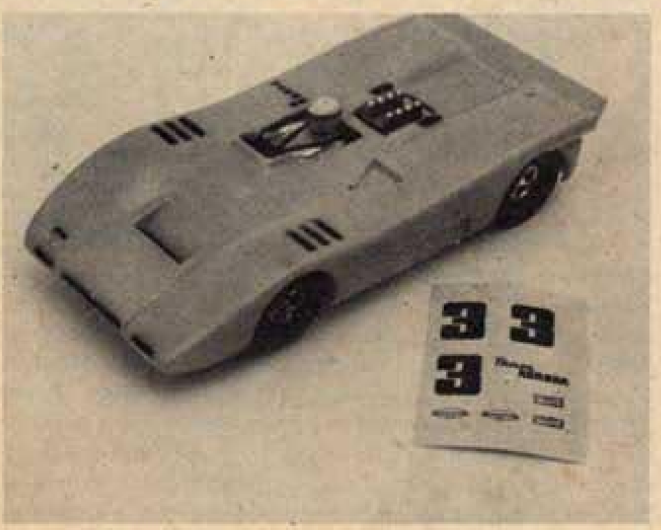
A far more reliable pickup for those "other" brands of home sets, is to replace the pickup shoe on the Aurora cars with a more conventional type of pickup with snap-in braid. The job is quick and simple, with a cost of less than $1. including the new pickup shoe and lead-in wires – with the Aurora cars priced at only $5.00, you still have one of the lowest cost 1/32 scale cars possible.

The Aurora cars are quick enough for the tight turns of any 1/32 scale set just as they come from the box. If those beautiful bodies turn you on as much as they did us, you may even want to adapt one to your favorite "club" scratchbuilt anglewinder-super-car. Most of us, however, will use the Aurora cars "as is" for our home set raceways. And for this type of racing, only the most basic "tuning" will improve the car's performance enough to halve your lap times.

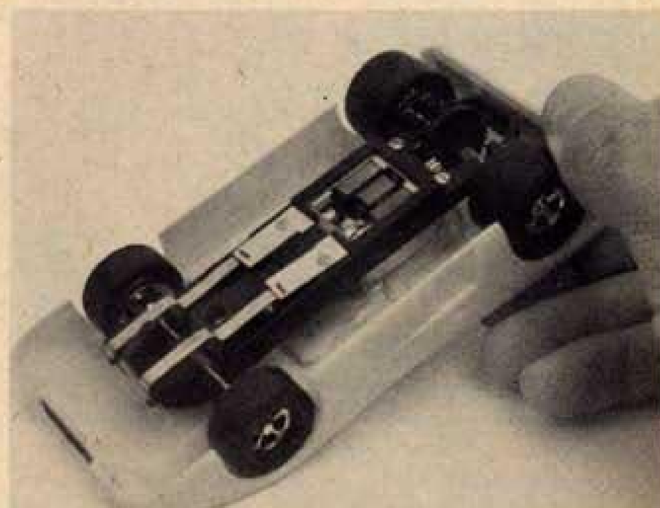
The "tuning" tips we suggest include such basics as perfecting the pickup's touch with the track, gluing and truing the tires, adjusting the axle end play so each turns freely, and adding a thin tin of brass "pan" to further lower the car's center of gravity for quicker cornering speeds.

The Aurora's 1/32 scale cars just look like winners right out of the box. They have built-in reliability to finish any race they enter. With the simple tuning touches that we suggest, the cars will be set up to perform in the same quick manner as the majority of the commercial raceway cars – the tuning tips shown are basically the same as those used by the "pro" raceway builders and tuners.

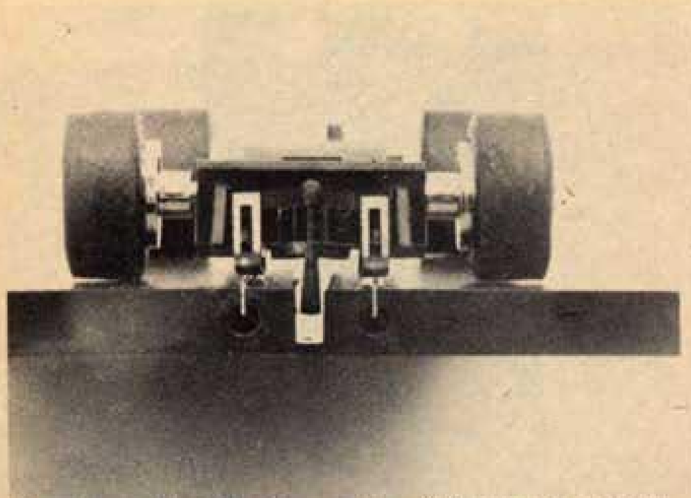
With a little of your help, the new 1/32 scale Aurora cars will run smoother and corner quicker than the rest; just what you need to win.

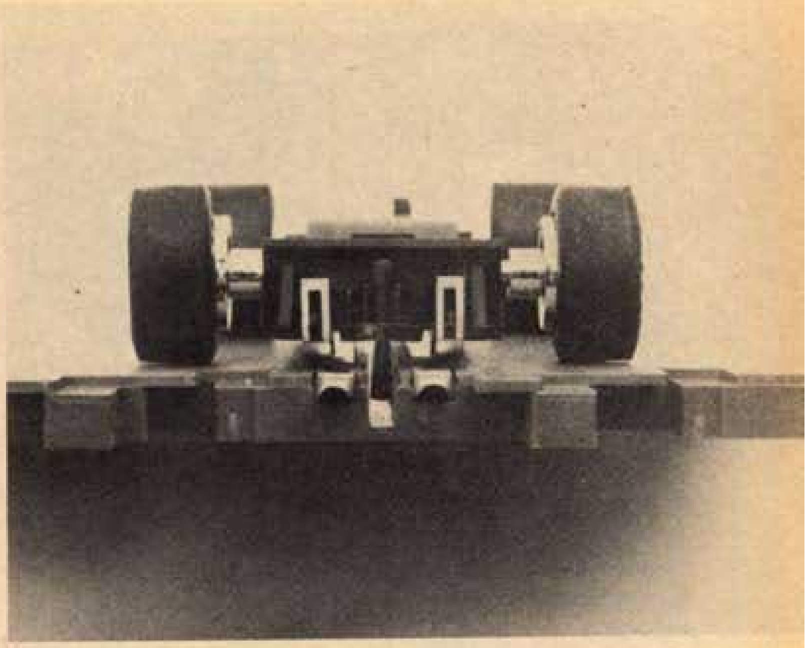


*Aurora's news-of-the-year for 1/32 scale fans is the introduction of four $5.00 ready-to-run cars and sets. Shown is the McLaren Mk12.*

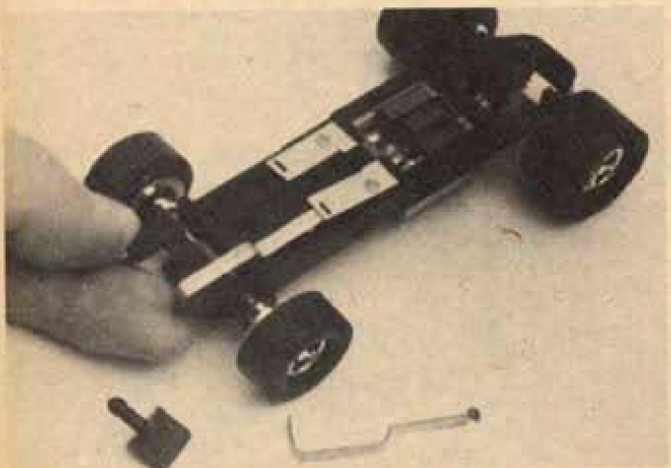


*The Aurora chassis is designed for reliability more than all-out speed. The pickup system is the same as that on their 82 million HO cars.*

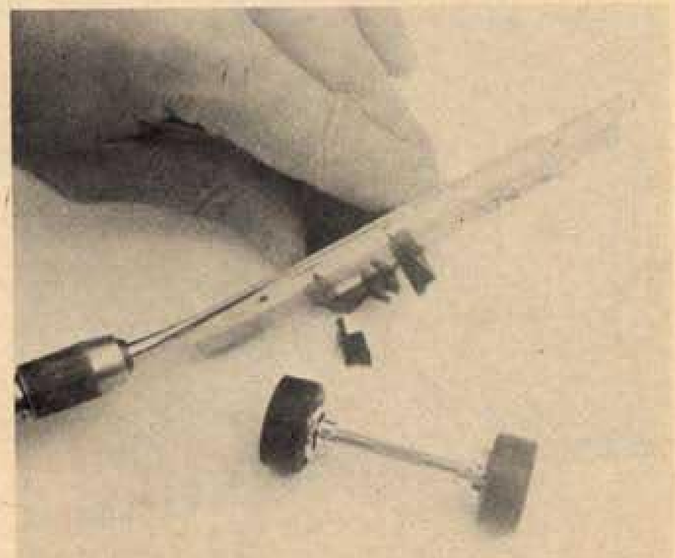




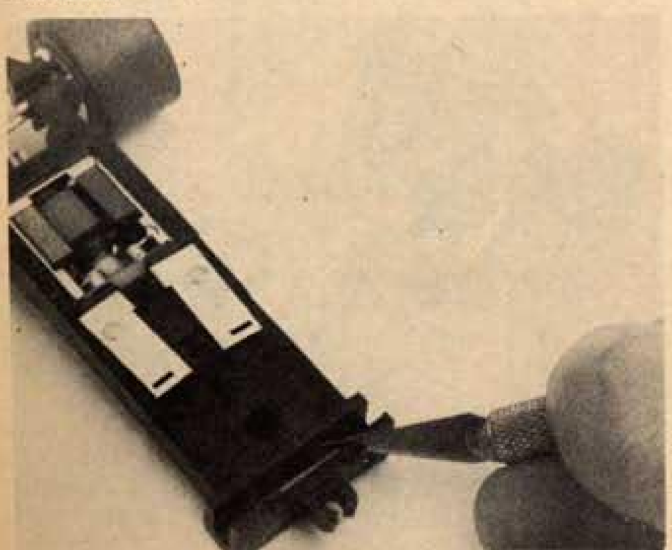
*The Aurora "strip" pickup system (left) must be changed to more conventional "braid" to operate on other brands of sets. A pair of replacement clip-on brushes are included with each car, or you can change over the car's pickup system to a "flag" with built-in braid.*



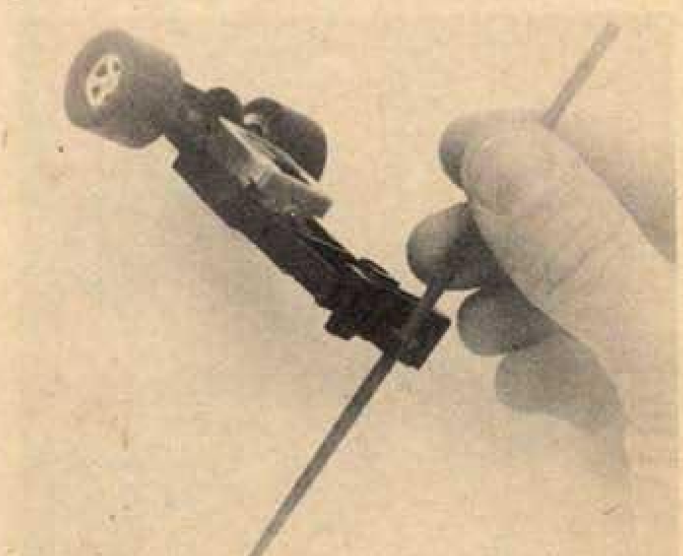
*Pry out the pivoting pickup shoe from its mounting post to begin replacement of the stock Aurora pickup system for other tracks.*
*The Aurora pickup strips and their contact springs will simply snap out of the chassis.*



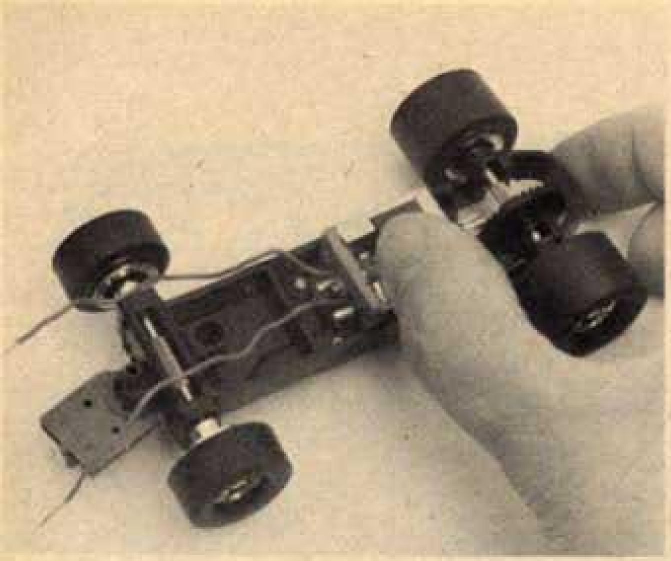
*Slice off the Aurora pickup guide posts on each side of the pickup mount – don't cut mount.*



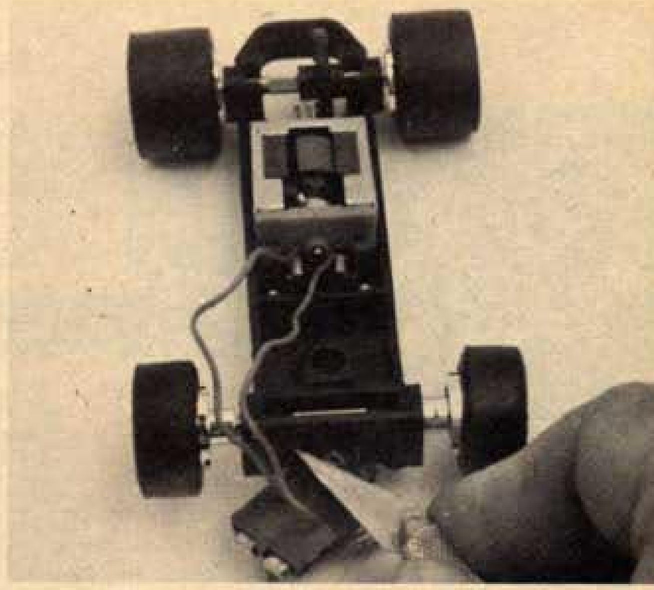
*Trim a 1/16" triangle from the lower side of the chassis to clear the new pickup shoe.*



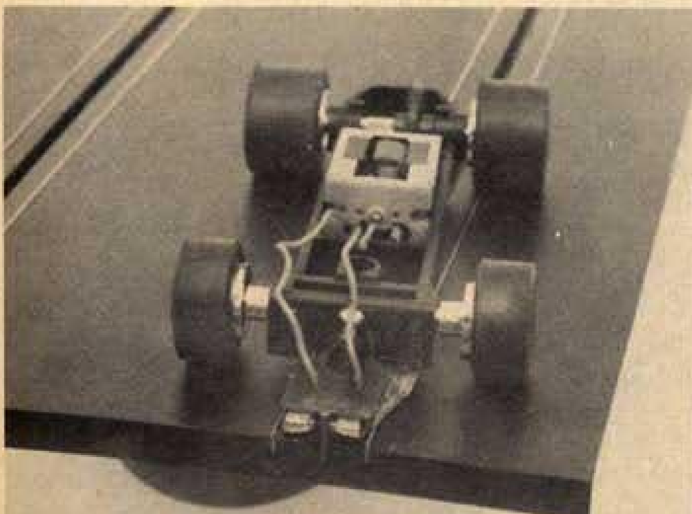
*Enlarge the pickup mounting hole slightly so the new pickup is free to swivel.*

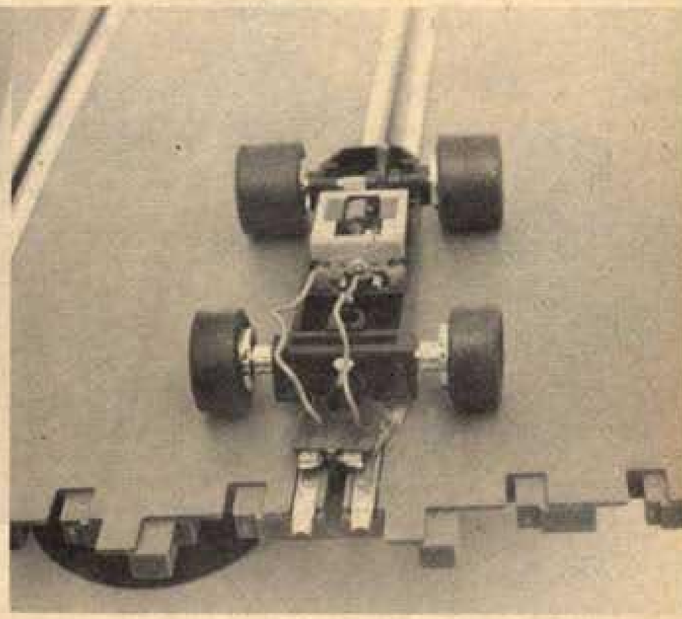


Snap the motor out and insert the striped ends of a pair of insulated lead-in wires beneath each metal contact post on motor.



Connect the pickup lead-in wires to the pickup. Add braid and shorten pivot post.

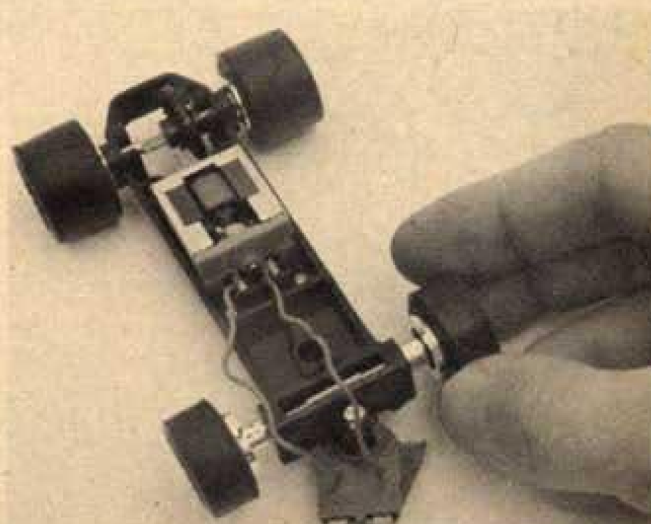




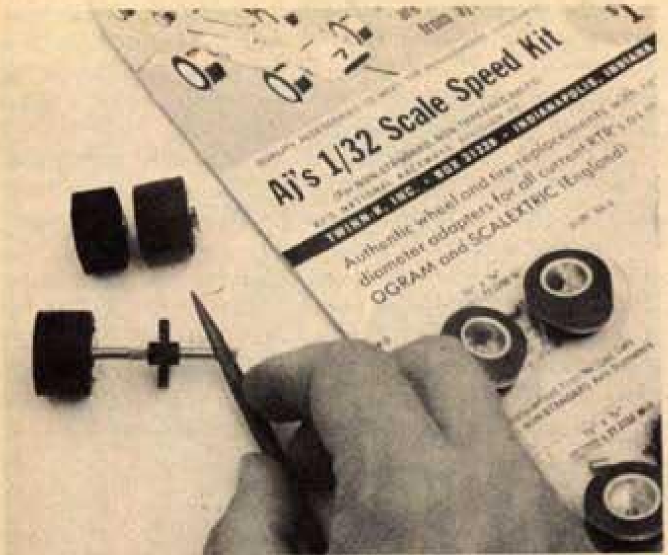
Spread the braid under the new pickup to contact the power strips on the Aurora track (left) or any other brand of home set or custom-routed track (right).



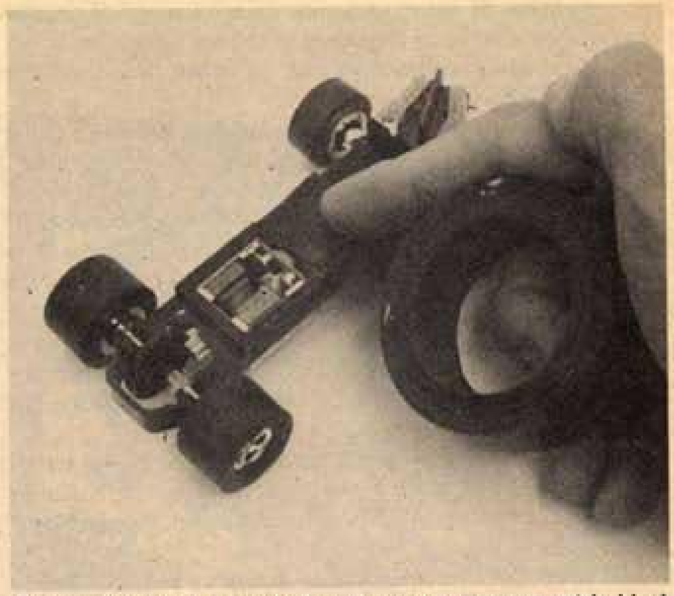
Twist the tires off the wheels, apply a bit of "Pliobond" cement, and replace tire.



Rotate each tire on its wheel while the "Pliobond" is wet enough to act as lubrication.



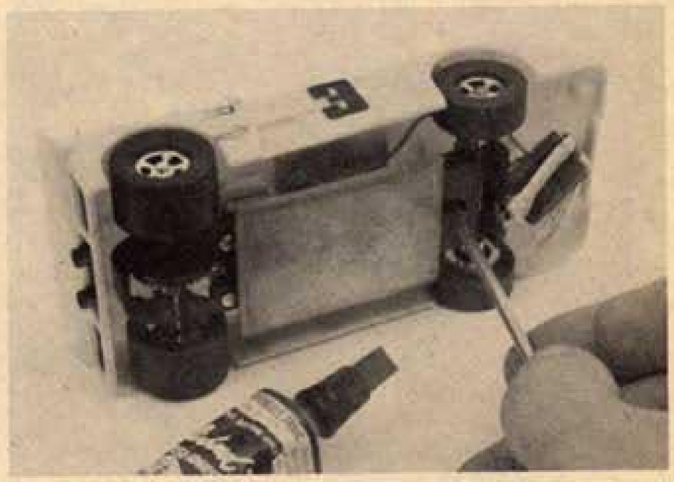

*To add foam tires and wheels, snap the Aurora axle and gear out of chassis and file off the serrations on the ends of the axle.*



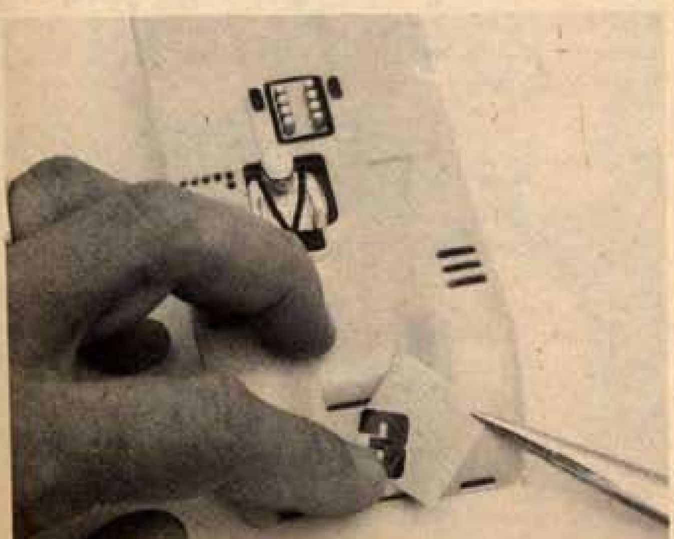
*Cover the brass pieces on the chassis bottom with black insulating tape.*



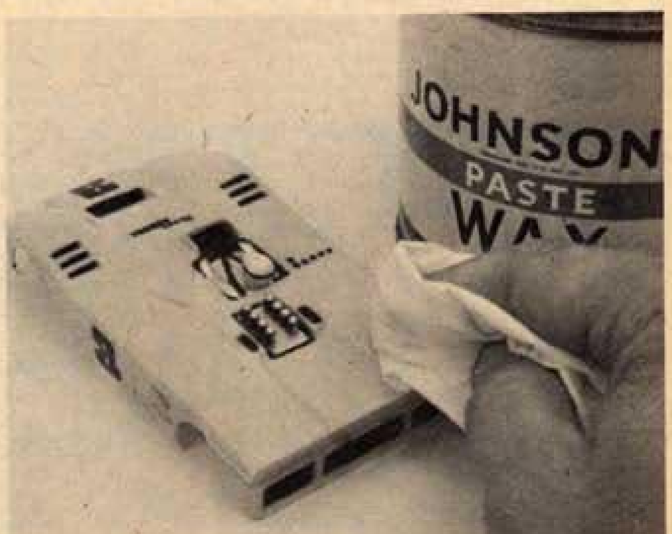
*Cut a 1" by 1-¼" piece of tin can or brass as a "pan" and "Pliobond" to chassis.*



*Allow the "pan" to dry before adding body. Apply a dab of glue to each body screw before inserting it. Tighten, then back off ¼ turn to allow chassis to "rattle" under body. This system isolates the chassis vibrations from the body for smoother and, therefore, far faster cornering.*



*Each Aurora car includes accurate decals. Cut them apart, soak and apply with tweezers.*




*The bodies are supplied detail-painted. Add only a protective coat of wax.*

# GRIZZLY BEAR!



The advent of Monogram's kit of the Panzer IV opened the door to what some modelers might consider a Pandora's box of possible conversions, all of them based on the Panzer IV chassis.

One of the more interesting "simple" conversions is the Sturmpanzer IV StuH 43 L/12 (Sd Kfz 166) "Brummbar" – meaning Grizzly Bear in English. Mounting a short-barreled 150mm gun, the Grizzly Bear had a method of attack astonishingly similar to its American namesake. The method of attack was determined by the fact that the vehicle was designed for close-in artillery support, with it really coming into its own in the realm of street fighting.

The Grizzly Bear served from 1944 on, being particularly active in Italy and Russia, and in Normandy after the invasion.

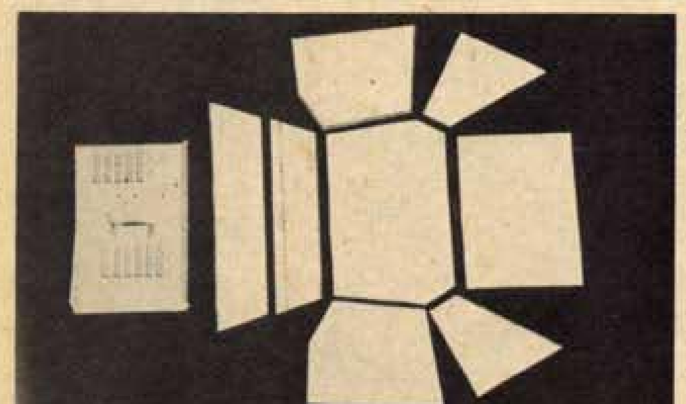
An interesting facet of the model featured in this article is that it took first place in the June 1970 contest – Armor Conversion category – of the International Plastic Model Society/North Central Texas.

To build your own version of this prize-winning Grizzly Bear, you will need the plans and information contained in this article and the following parts, which can be obtained from The Squadron Shop, 23500 John R., Hazel Park, Michigan 48030.

| *QUAN.* | *DESCRIPTION* | *PRICE* |
|---|---|---|
| *1* | *Monogram Panzer IV kit, 1/32 scale* | *$3.00* |
| *1* | *pack of Squadron Sheet Styrene* | *2.00* |
| *1* | *tube of Squadron Green Putty* | *2.00* |
| *1* | *Bellona Military Vehicle Print, Series 4* | *.85* |
| *1* | *Floquil weathering kit* | *2.29* |
| *1* | *bottle of Microset* | *.75* |

*Other required supplies, for which you will have to find your own source, include:*

*1 felt tip pen (pentel, or equivalent)*
*1 circle template*
*1 fine circular saw blade and mandrel for the Dremel Moto-Tool*
*1 cutter No. 144 for Dremel*
*1 Ping-pong ball, plus spares for practice*
*1 Floquil PolyPuff*
*Floquil Primer*
*Floquil Mud or Pactra Mustard paint*
*Pactra Flat Roof Brown & Flat Red paints*

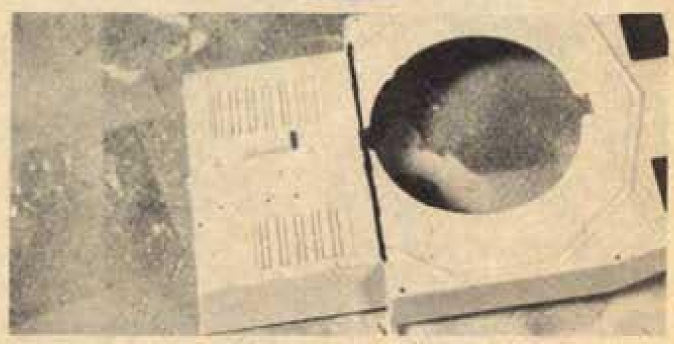


*This layout shows the parts after they have been checked for scale accuracy against the Bellona Military Vehicle Print, and then cut from Squadron Sheet Styrene.*

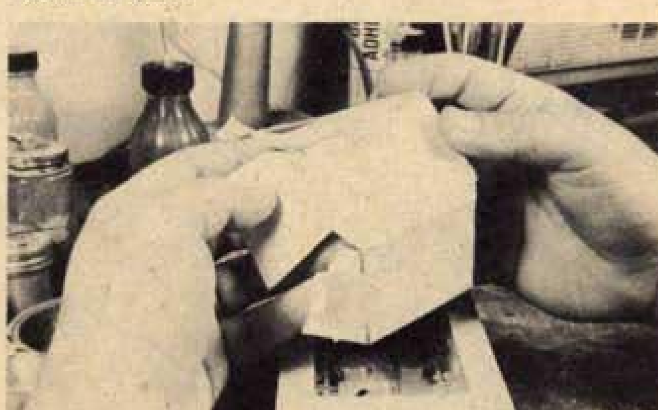
If the preceding list tends to shake you, remember that the only requirement is that the end result be the same. If a different method would be easier for you, then by all means, use it. And remember, many of the supplies listed can be used in future conversions.

Even though this has been called a "simple" conversion, it would be to your advantage to look over the plans and read the following information before starting the model.

The particular part being produced will determine the thickness of the sheet used. For example, the small pieces (No. 3, 9, 10, & 11) are best cut from .030 (read thirty thousandths) sheet, while parts X, Y & 16 are of .010 sheet. Due to the fact that it can be cut easily and accurately while still providing strength, the major plates of the crew compartment/upper hull were cut from .020 sheet.



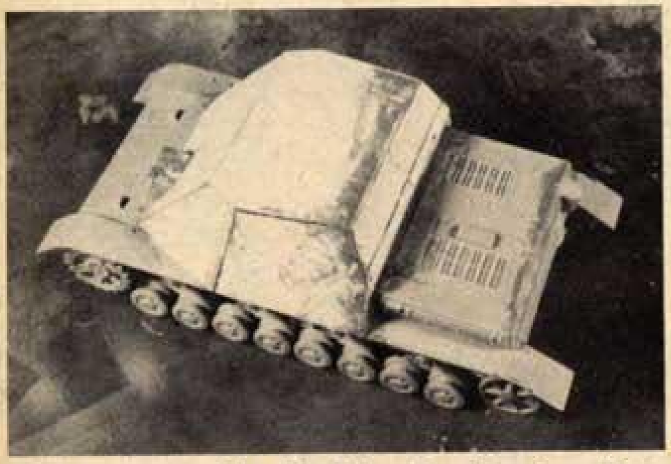
*Using an X-Acto razor saw, cut the rear deck from the upper hull plate.*



*Using masking tape, test fit the conversion parts for the upper hull. This will reveal any overlapping angles and ensure that these pieces will fit over the chassis.*



*The test fit is completed by taping the upper hull to the finished Monogram chassis. Note the glacis plate is fitted so that the rear edge is level with the fenders. This will ensure a proper fit with the front of the upper hull.*



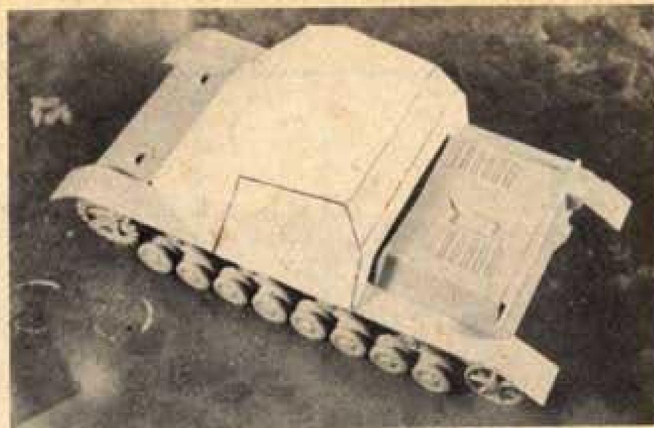
*After installation of the driver's box, Squadron Green Putty is used to seal all seams.*



*A ping-pong ball was used to obtain the gun mantlet, which should be 7/8 inch across. By using a circle template, the ball can be easily marked.*



*The No. 144 cutter was used in conjunction with the Dremel to open the mounting hole in the mantlet preparatory to installing the gun barrel. To prevent too high an angle on the barrel, the hole should be slightly off-center.*



*This top shot shows installation of the rear deck. All major glue assembly is completed at this point.*



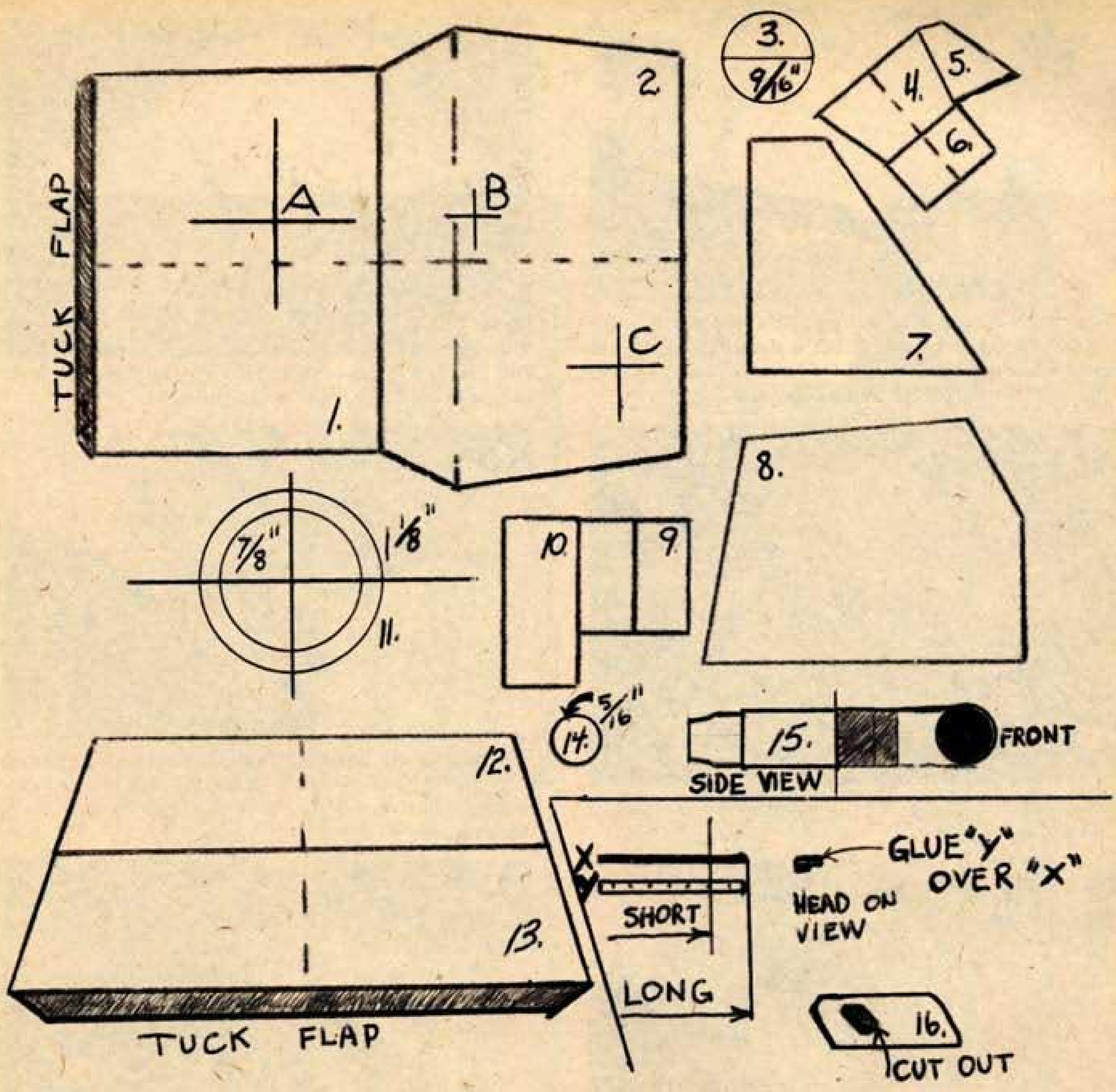
*A Tucker felt tip pen was found to be the perfect size and shape for the gun. Although originally designed for brass tubing, a miniature tube cutter was used to obtain the correct length.*



*While a normal razor saw would cause the ping-pong ball to tear, the circular saw blade attachment used in a Dremel Moto-Tool will zip through with no trouble at all.*



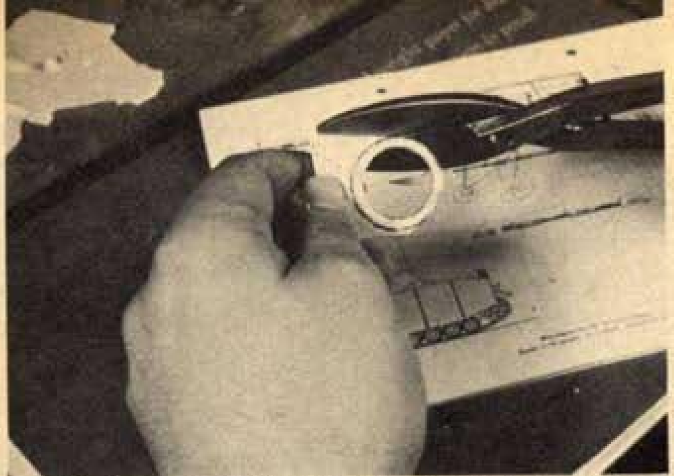
*When you're ready to start work on the gun ring, an X-Acto knife with a No. 11 blade will be very useful to you. BE SURE TO CUT OUT THE INSIDE PORTION FIRST.*




KEY TO PLANS

1. Front (Glacis) plate.
2. Compartment top.
3. Split opening hatch.
4. Front of driver's box.
5. Side of driver's box (make two pieces).
6. Top of driver's section.
7. Oblique plate (make two pieces).
8. Compartment side plate (make two pieces).
9. Double doors of escape and ammunition hatch.
10. One half of main top hatch (make two pieces and place side by side).
11. Gun support ring.
12. Upper back plate.
13. Lower back plate.
14. Circle of correct size to represent top of air vent.
15. Side view of gun. Many felt tip markers are just the right size.
16. Sliding gun sight.

A. Center point for gun, support ring and mantlet.
B. Center point for position of air vent.
C. Center point for circular hatch.
X. Narrow, lower portion of gunsight slides (make two, one long and one short).
Y. Wide, upper portion of gunsight slide (make two, one long and one short).



*Now that you are finished with the inside of the ring, the outside can be cut to shape using a pair of tin snips.*



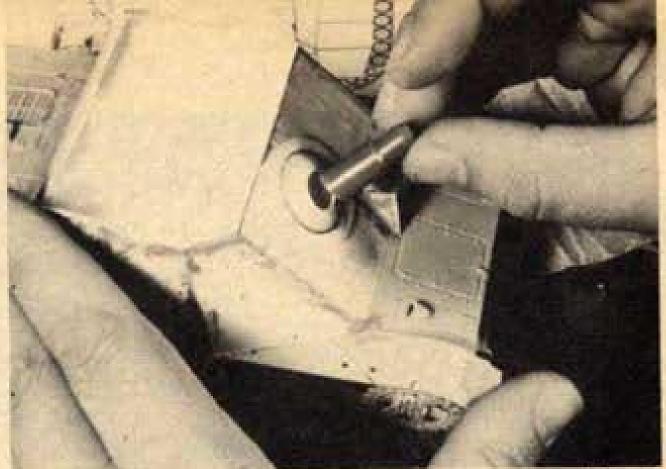
*Here you can see the installation of one of the six rivets holding the support ring in position. These were made by taking the round tabs that you find in many Monogram kits, and cutting each tab in half laterally to obtain the correct thickness. This photo also shows hull top detail, driver's vision port on top of the driver's box, as well as other rivets on the hull.*



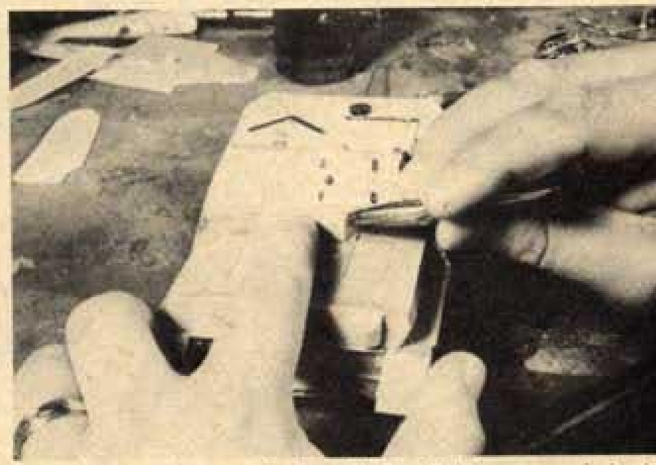
*After preliminary sanding of those parts that will be left exposed, you can begin the application of zimmeritt. A concrete anti-magnetic paste, zimmeritt can be duplicated fairly easily by applying Squadron Green Putty in a smooth, thin coat. Your best bet is to work in small areas and not try to do all of it at once.*



*This front shot of the zimmeritt will give you a guide for the correct pattern. The same general pattern is repeated on all other zimmeritt areas.*



*After the mantlet and support ring have been positioned, the gun barrel can be installed.*



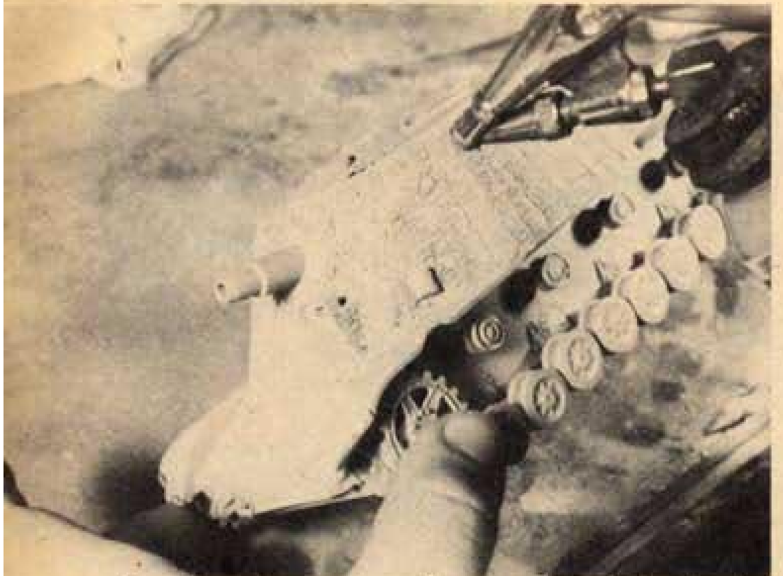
*Now the rear box can be installed and all seams sealed with Squadron Green Putty.*



*To obtain the stippling effect of zimmeritt, use a razor saw, X-Acto knife, pieces of sprue of the correct size and shape, etc. In other words, use your imagination.*



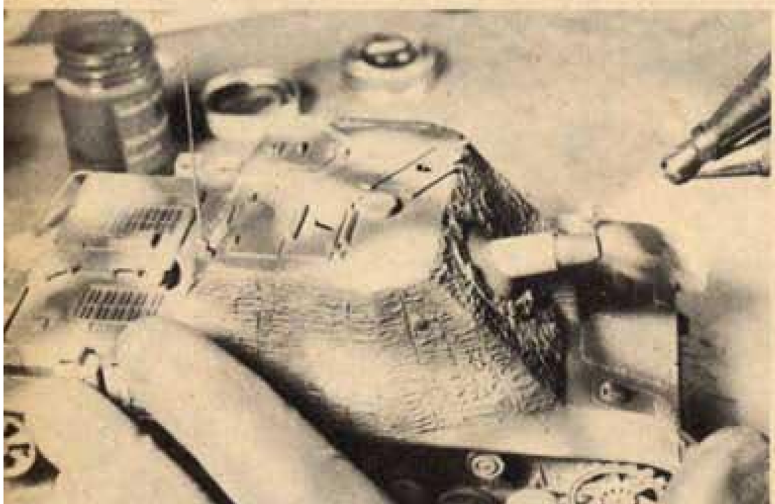
*Here you can see the correct pattern for the hull top and the installation of the gun sight, including overlapping.*



Now the primer coat can be sprayed, an indication that things are moving into the home stretch.



The first, overall, color is Floquil Mud sprayed straight from the bottle. An acceptable alternate is Pactra's Scale Flats Mustard.



As soon as the overall color is dry, you can move on to the second color for the camouflage pattern. Called German Brown, the same color can be obtained by mixing Pactra's flat roof brown and flat red.



One of the more difficult parts of this model is the application of decals over zimmeritt. There is, however, a solution. After the decals are placed in position, apply Microset. Then take a Floquil PolyPuff or small piece of foam rubber and press the decal into position. Done properly, the decals should snuggle down in every convolution.



Weathering of the tank is best done with a Floquil weathering kit of Dust, Mud, Grime and Rust. Dirty thinner also comes in very handy. Application of a mist coat of Floquil Dust adds just the right final touch.



Here's our finished Grizzly Bear at completion . . . or is it yours?

**Uh . . . about our "Monogram/MCS Dream Dragster Contest . . . . ."**




**In other words – we're BURIED WITH ENTRIES! And that being the case . . .**

**WE'RE NOT GOING TO RUSH THIS THING!**

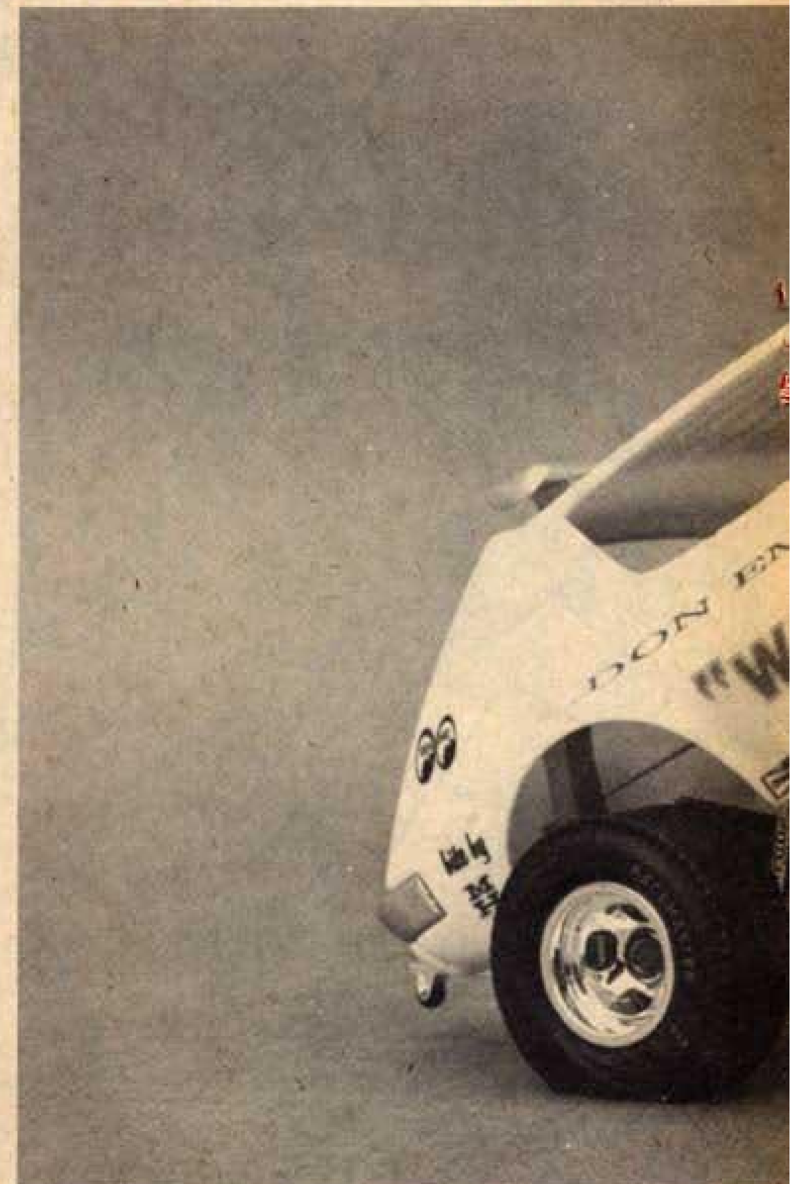
Yeah, fellas, we know that we said we'd have the results of this great contest in the October issue, but we had no idea how many of you wild men would rain beautiful model "Dream Dragsters" on us!

We're carefully weeding through the thousands of entries (we're sure you'd want us to take the time to look *your* entry over as carefully as possible, after all the work you put into it, right?), and we'll have all the winners in the next (November) issue of MCS. So hang in there, fellas, and be sure to pick up the next issue of MCS. It's going to be a goodie! And maybe YOU'LL wind up owning the Predicta, or one of the other wild prizes.

# The GREMLIN...

**. . .will getcha if you don't watch out! Don Emmons does his thing with AMT's wild and woolly new Gremlin Funny Car!**

By Don Emmons



The Gremlin is American Motors' mini vehicle, which will challenge the supremacy of the Volkswagen on the economy car market. It was designed and built exactly for that purpose. Though it did not enter the minds of the AM men that their kicky, sub-compact bug would be a natural for the Funny Car drag circuit, it did occur to the ever-thinking, always scheming designers at AMT Corporation in Detroit.

They took to their drawing boards and turned out a wild Gremlin drag racing Funny Car. Took it the whole route: Logghe chassis, blown Chrysler, wing airfoil, wheelie bars, and a 'chute. This little kit package has all the good stuff and more.

The Gremlin is the latest on AMT's list of Funny Car kits utilizing the super-fine Logghe chassis which, incidentally, is the choice of many real car builders. The only difference between the chassis in this kit and that in other kits is that it's a bit smaller. But that's natural, the wheelbase of the Gremlin is ultra short.

Now if you were planning to build a winning funny car, which powerplant would you use? A 426 Chrysler Hemi with the potent GMC blower on top, of course! AMT outfitted the engine with all the latest racing goodies.

Here we illustrate two models for you. The little "Gremi" on the cover was built right from the kit box with only a small amount of detailing. The "Warwagon" did its own thing. This one is basically stock from the kit with the exception of a few part swaps but was detailed to bring out more of the Funny Car features.

The chrome trim, including door handles, was filed off. Side window posts were removed and window frame detail filed off. Clear plastic side windows are missing, too. I think the car looks better with the engine scoop (that extends through the windshield) cut off flush with the windshield and painted silver to match the interior paneling. This more closely duplicates the aluminum paneling of the big ones and lets the blower show through.

The stock chromed grille shell was used on the "Warwagon." Small light covers, fuel tank and chromed wheelie bars are from the AMT Mach Won Mustang Funny Car kit. The clear plastic windows on the cover car were tinted with AMT's transparent Candy Blue spray paint.

Fuel lines and spark plug wires are made of sewing thread. Plug wires are simulated with regular thread and fuel lines are from larger heavy-duty thread. When attaching or gluing the thread to various parts, apply enough glue to the end of the thread to hold it securely and to give a dab of glue for painting to simulate the metal fitting.

The chassis is stock with the exception of the reworked fuel tank mounted up front. Saw off the bullet nose end of the Mustang Funny Car unit. Then cover the end of the tank with a small piece of file cardstock. The cap on top is from the Meyers Manx kit but you probably have one left over in some of your other kits. Chrome was the only reason the Mustang wheelie bars were used instead of the plastic ones in the kit. Or if you prefer, spray the regular ones silver and paint the small wheels flat black. The chromed bumpers were sprayed silver. Bumpers on real funny cars are cast in fiberglass along with the bodies so most builders paint them silver.

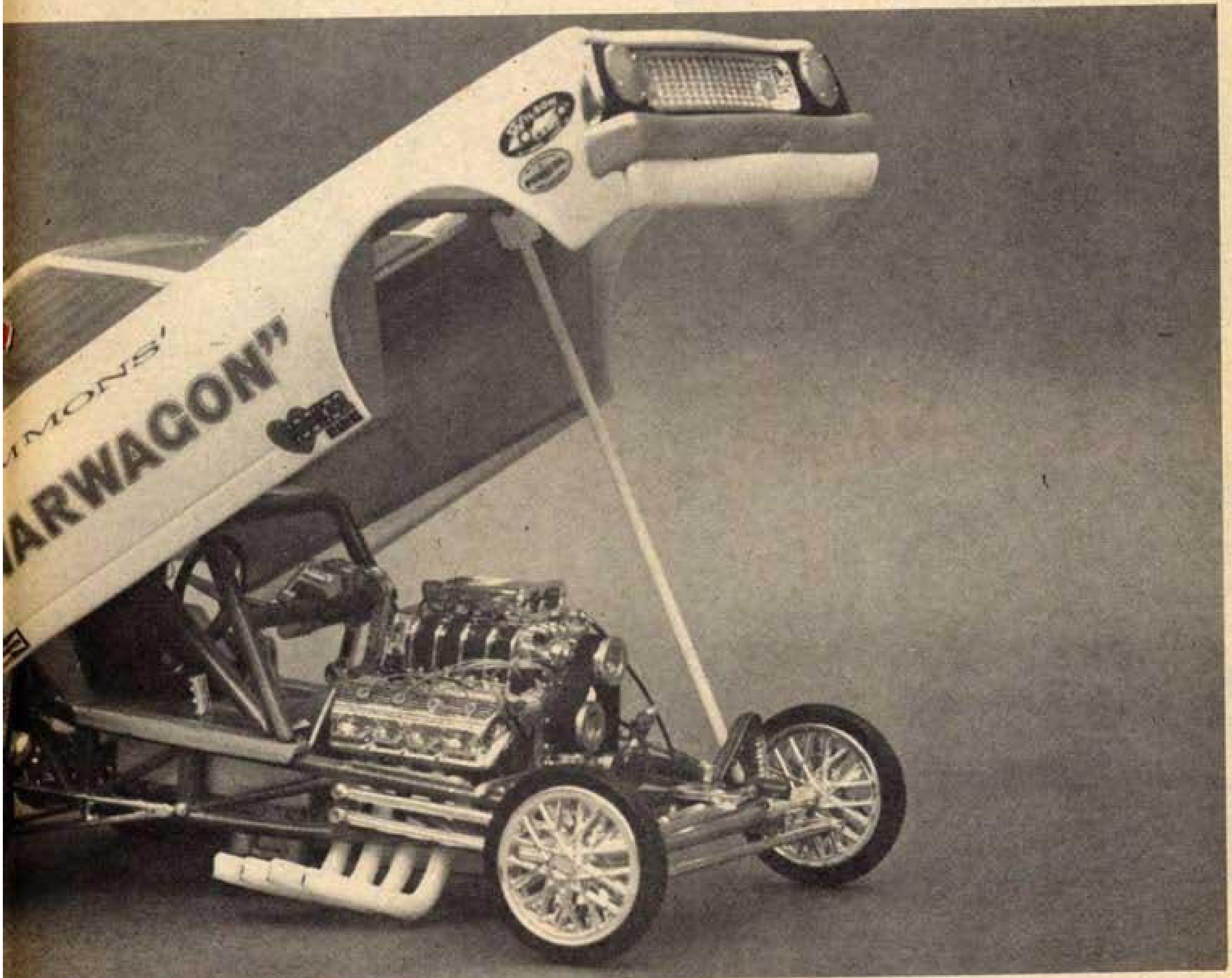
Rear tires on the "Warwagon" are from the AMT '70 Camaro kit. The wrinkle slicks, which are white plastic, really look sharp after a coat of flat black paint. For added detail, hit the top edge of the letters with a flat file and you have perfectly lettered sidewalls.

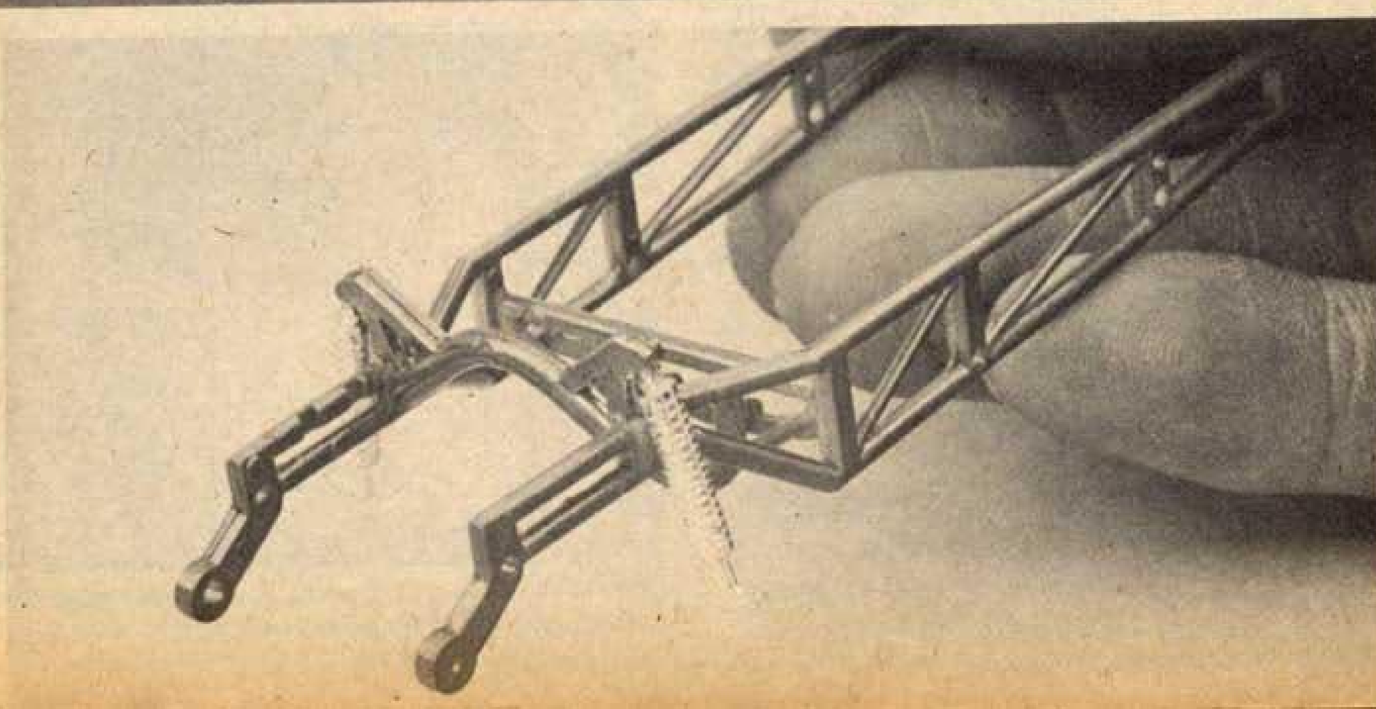
Whether you are one who digs gluing the model together right from the box or one who spends more time in super-detailing, the mighty little Gremlin is certain to be one of your favorites.

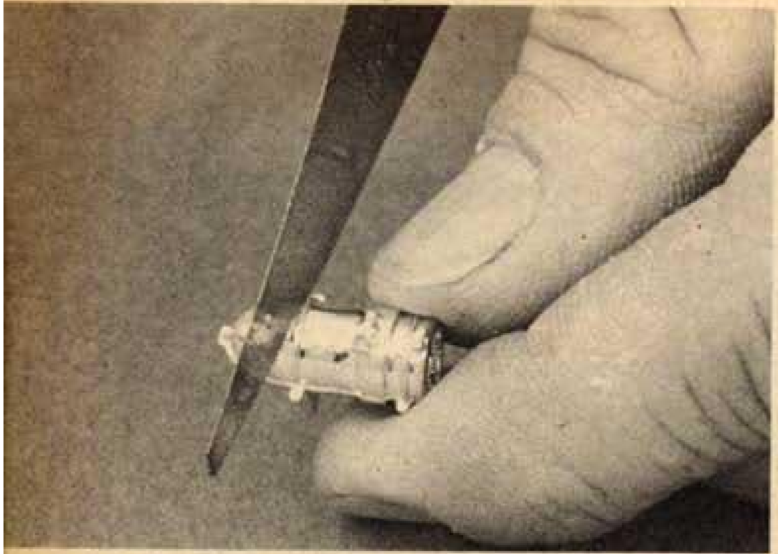
*Assemble frame and tape off shocks before spraying the unit. This makes it more realistic as the crossmember tubing pieces on real cars are not chromed or separate.* ➧

Photos by Don Emmons

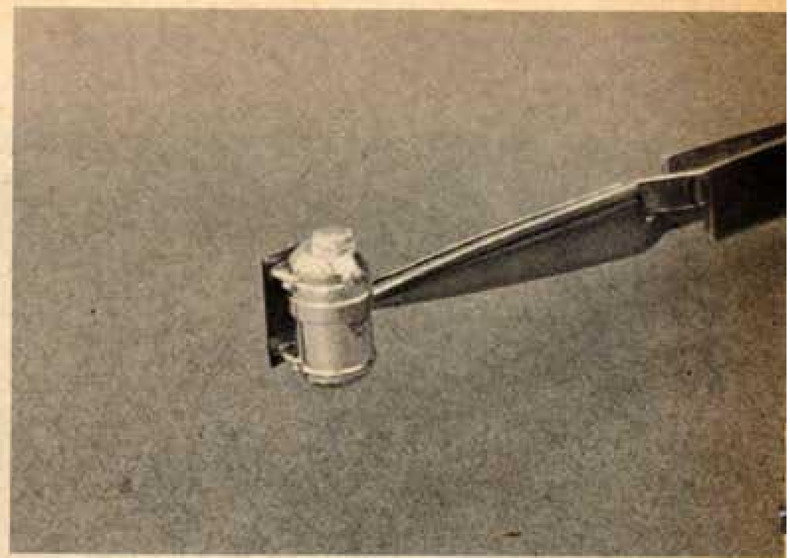
Photos of stock AMT Gremlin by Dave Wilder



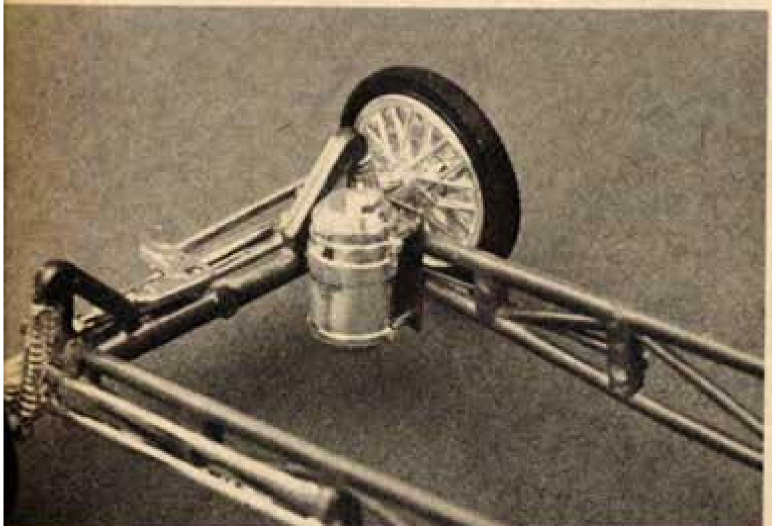





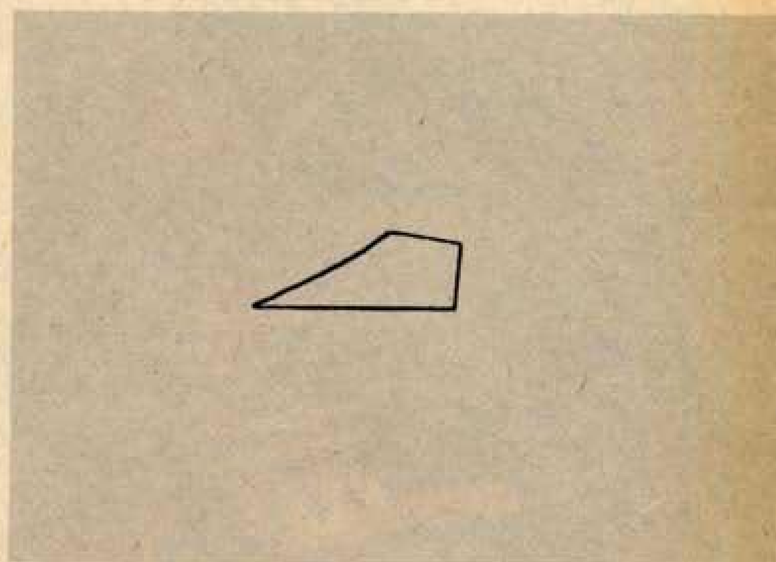
To adapt Mach Won fuel tank to Gremlin chassis, cut off bullet nosed section. The stock end piece is glued to one end and file card is fitted to the cut end.



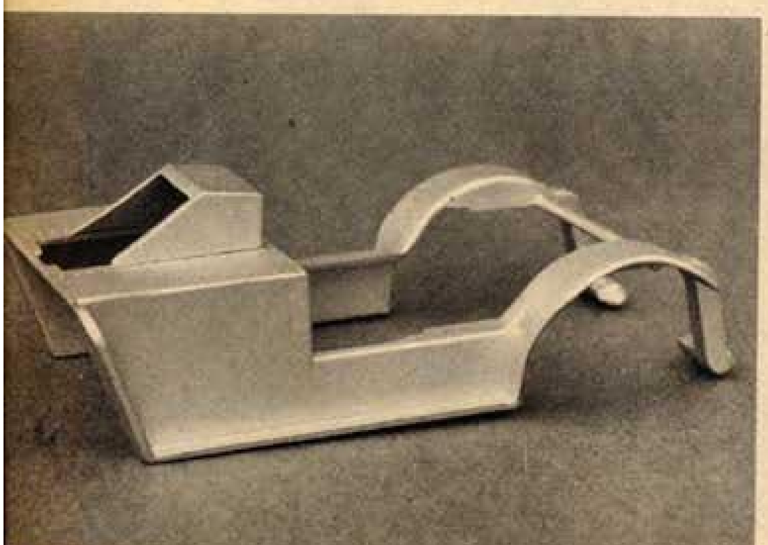
Finished tank is attached to painted file card. File card backing plate is painted same color as frame. Place cap on tank and it's ready.



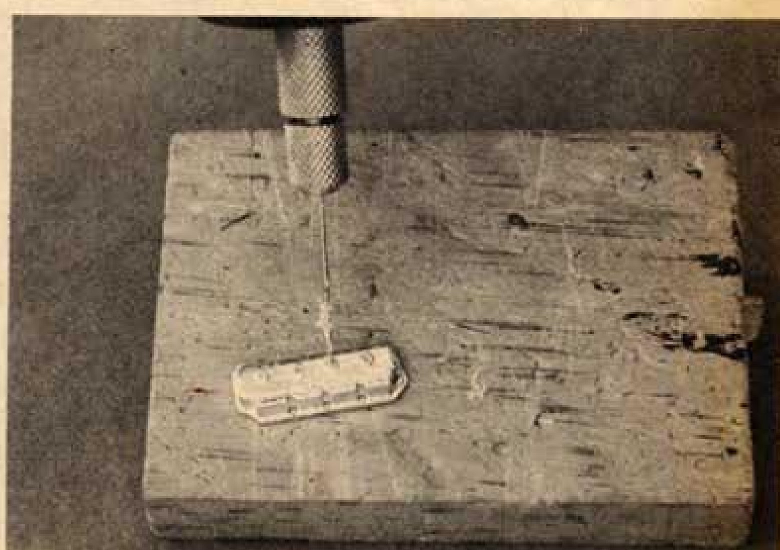
Glue finished fuel tank to right hand side of chassis so it is out of way of other parts. It cannot be placed in other corner because of steering drag link.



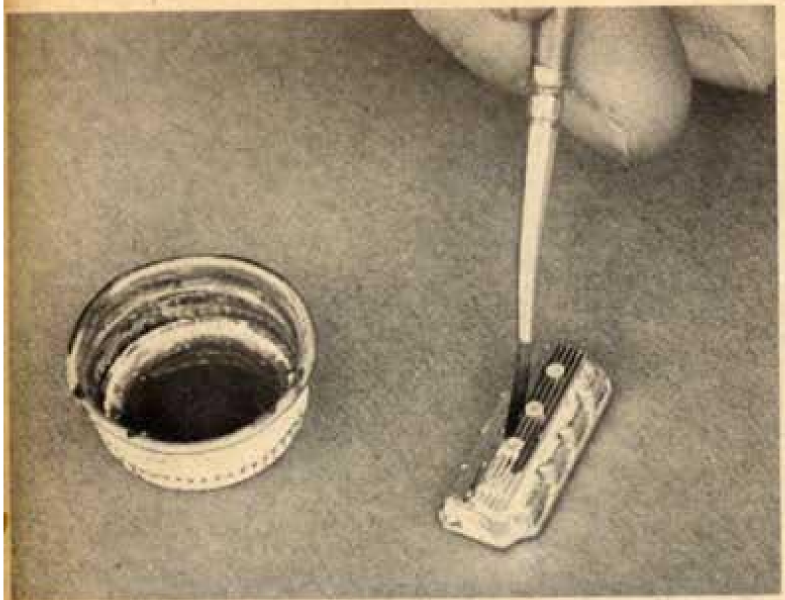
Place clear plastic scoop on drawing and mark. Cut the piece so it will fit flush with windshield.



After scoop is cut down and glued to interior section, spray unit silver to simulate aluminum paneling.



Drill out valve covers to make it easier to wire engine. Use any size drill between No. 68 and No. 75.



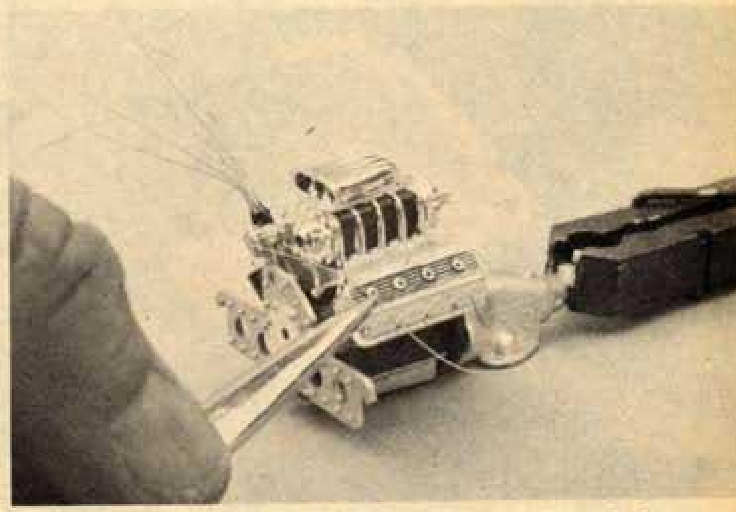
*Dress up the engine by painting low areas of finned valve covers. Candy red paint looks great over the chrome.*



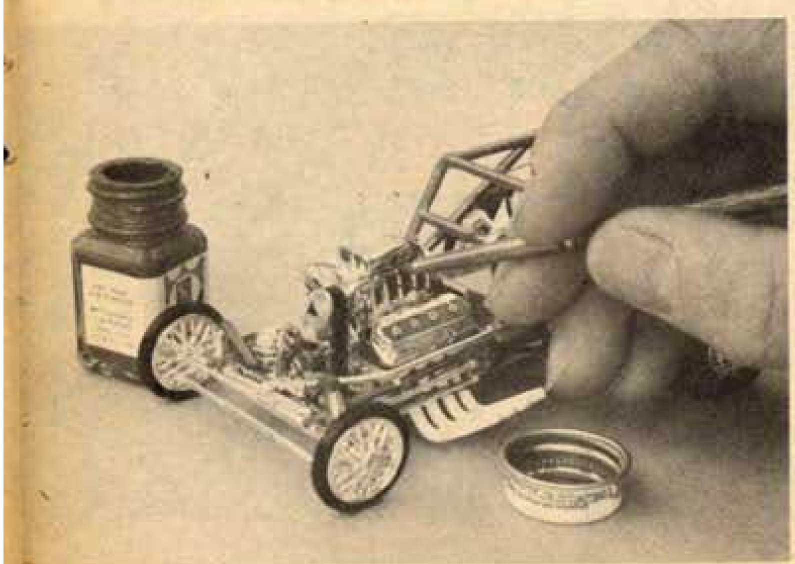
*Recessed areas on blower sides are usually painted to match the color scheme of the car.*



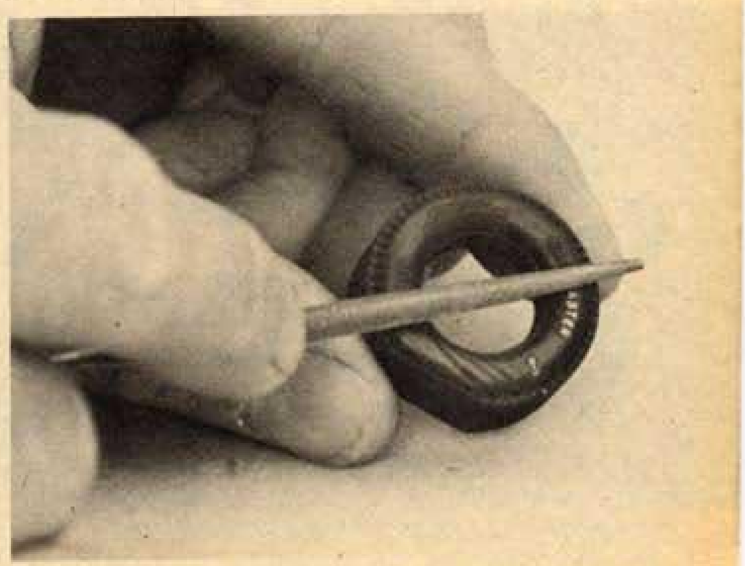
*To make a good looking blower pulley, spray silver onto the unit and then paint the belt flat black.*



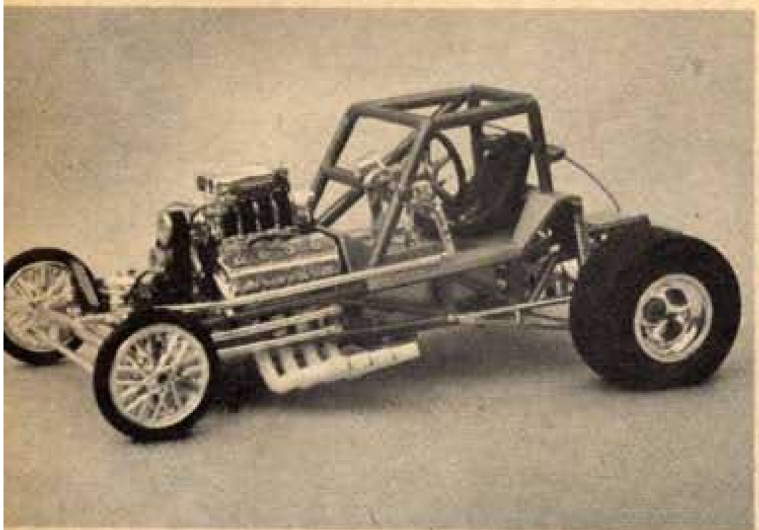
*First step in wiring is to place magneto on side and glue thread to cap. Glue mag to engine and let dry completely. Now pull each thread to a plug hole and cut off. Place dab of glue on end of thread and place into hole.*



*With engine in chassis and thread fuel lines glued into place, paint glued area at each end to simulate metal fittings.*



*Camaro's wrinkle slick looks great after bout with a file. Hit top edges of letters to remove black paint.*



Interior floor piece was sprayed silver to resemble aluminum paneling. It was put onto frame before roll cage was glued into place. Thread extending from side of roll cage to rear of chassis is 'chute release cable.



Inner body panel is glued to body and completed chassis waits for body.



Attacn body to frame and drill a hole as shown using No. 65 bit. Work the thread through hole and glue end to 'chute. Front and rear window frame moldings were painted with AMT's Chrome Silver.



Headlight covers were glued into place on chrome grille shell. Covers and bumpers were painted silver. Grille was left chromed, but area around it was painted flat black.




The ends of the exhaust heads and small wheels on the chromed wheelie bars are painted flat black. Back side of red plastic taillights were painted silver before being glued to body.



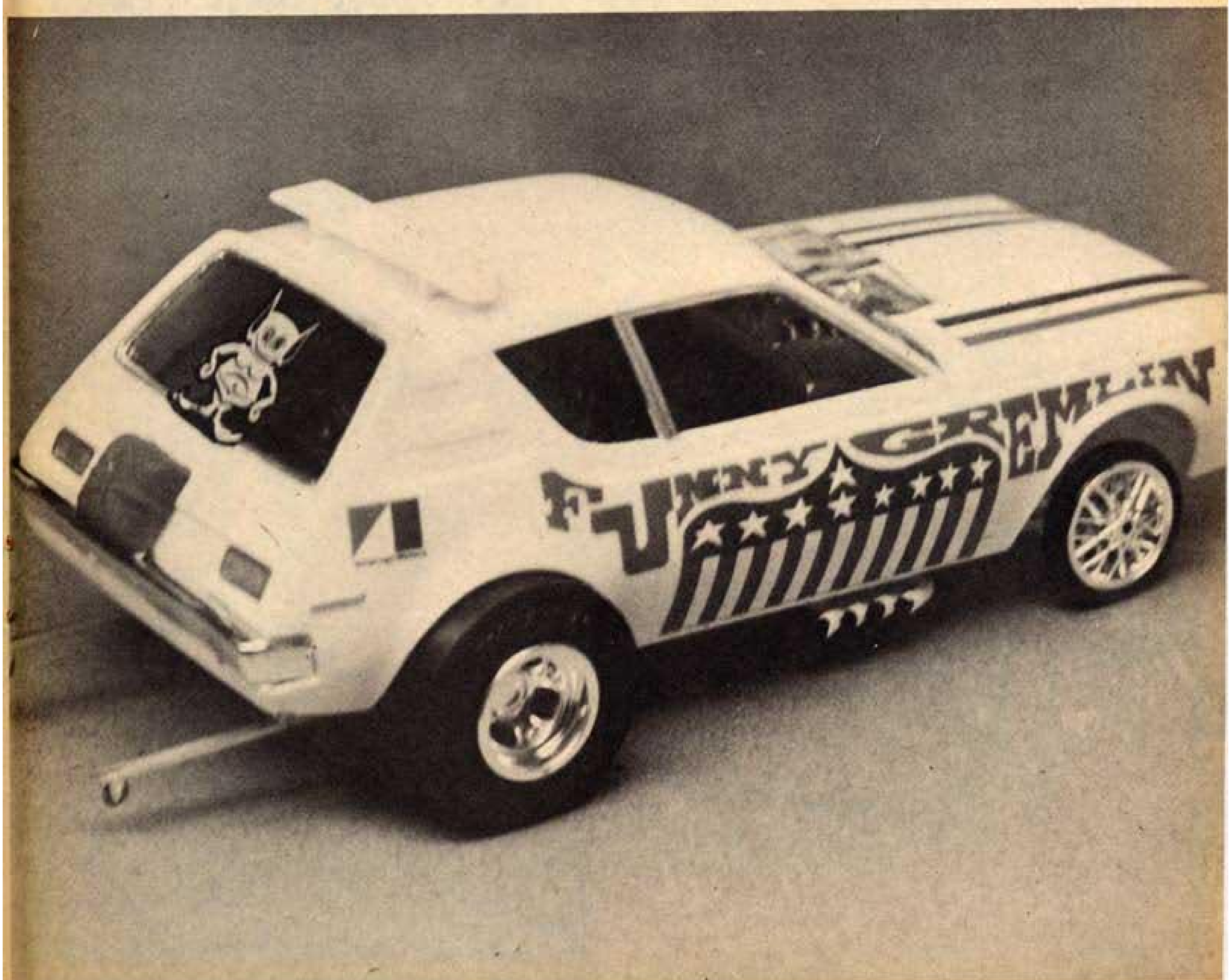

Banner on top of car was made by combining both side decals. Wing was sprayed silver. Engine scoop looks better cut off flush with windshield to allow blower to show through.




*Finished car at track is ready to take on best of Funny Cars. Truck is AMT Race Car Hauler, detailed with same decals as race car and chrome silver paint.*




*Stock Gremlin looks good even with limited amount of detailing. Window moldings painted chrome silver, grille section painted silver and flat black.*



# Boss Trike

By Brick Price

**"Brick" looks into the motorcycle future and comes up with this tricky trike.**

I'd like to go on record as predicting some upcoming events in the model motorcycle field. I predict that Revell's models are going to get wilder and of higher quality. Darryl Zipp is now in charge of their motorcycle line and I know that he knows motorcycles better than most. Their models are great now, but Darryl should come up with some wild and practical designs.

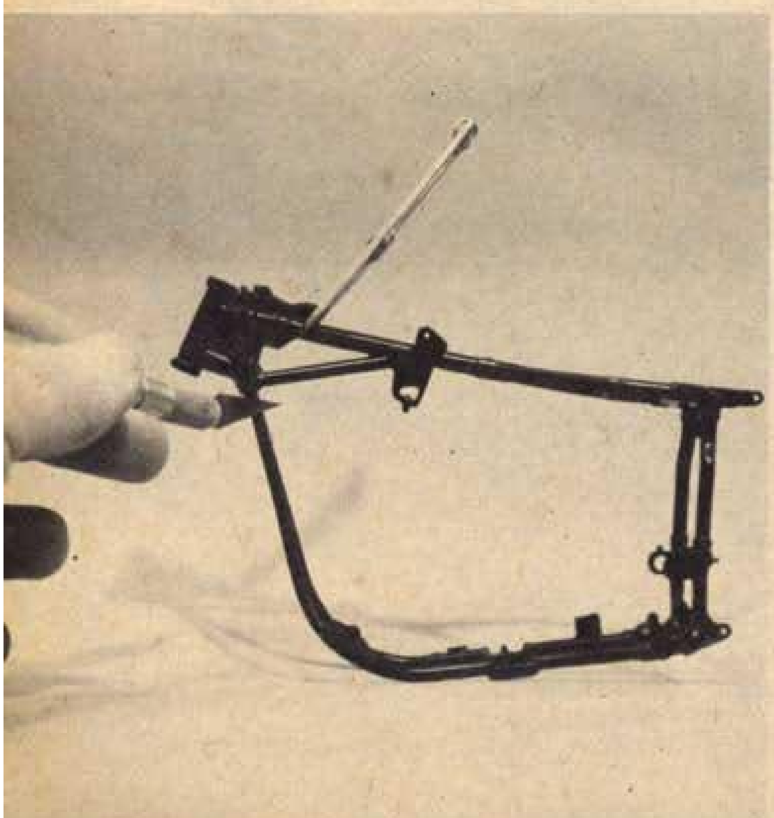
I predict that Monogram and Tom Daniels' success with the "King Chopper" will lead to wilder creations. I just hope that they'll include better detail in the future. Exhaust pipes with open back sides, one piece forks and one sided frames don't cut it. The kit is outtasight, but they can improve. Look for more three-wheelers and some different power plants.

The three-wheeler shown on these pages was designed for a comfortable ride, practicality and show winning looks. Rigid frames look neat but they offer the creature comforts and handling of a buck board. Our chopper has a rigid frame complemented by shocks and springs hidden under the seats. The third seat on a trike like this is known as a "Mother in law" seat but ours is there to balance the appearance.

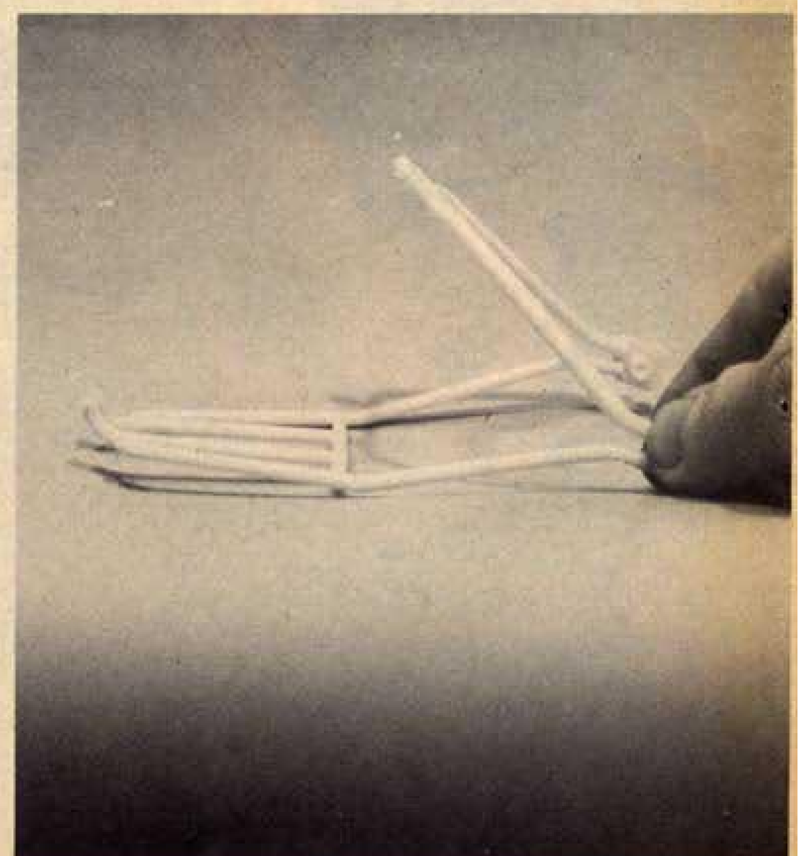
Most of the trike choppers are built from aging police trikes with "knuckle head" Harley engines but the later electric-start model offers more power and a smoother ride. The Indy-type tires help absorb road shock and improve cornering.

One of the neat things about a trike is that it lends itself to a wider variety of power plants than a solo bike. I've seen Corvair, V.W., Porsche, Triumph, Harley, Chevy V-8 and Allison V-L2 powered machines. As a variation on our theme, you could use a 'Vette 327 V-8 or a Jaguar X-KE engine with independent suspension. You'll need at least Revell's Police Bike and the Triumphant Trike.





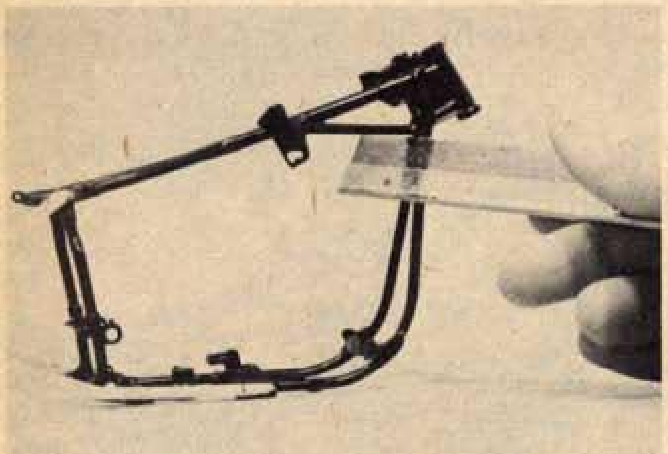
*Remove all unnecessary mounting lugs, then glue the frame pieces together.*



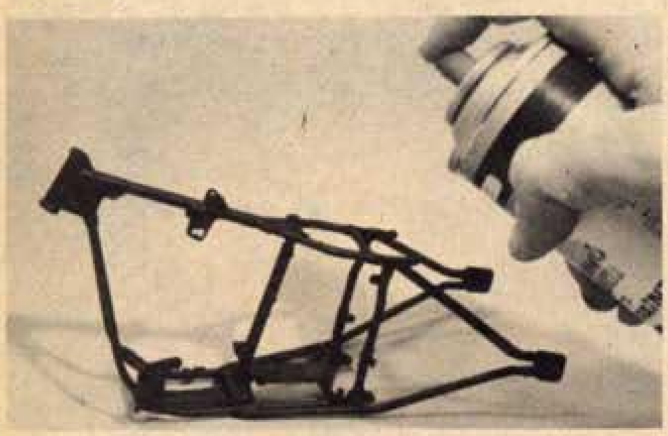
*The trike rear frame should be assembled as shown.*



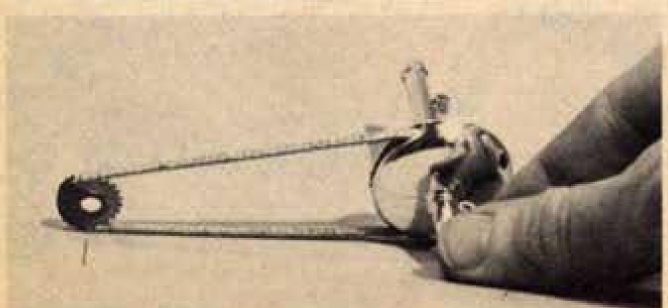
*Cut the trike's frame and butt it up against the Harley frame, as shown.*



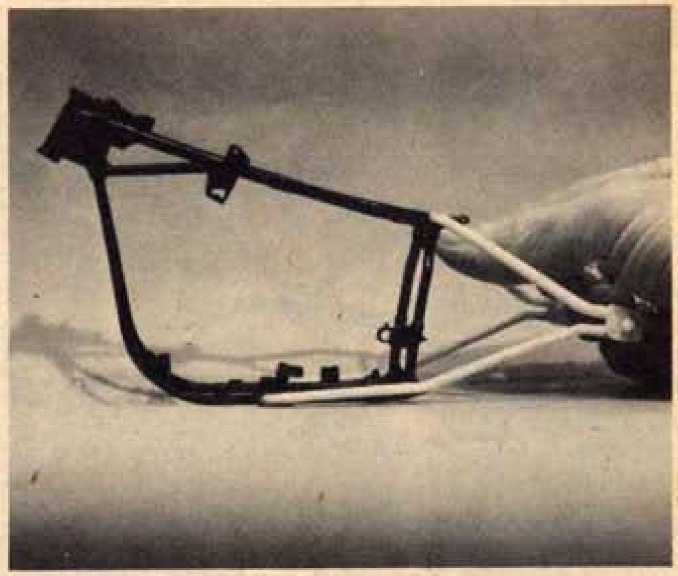
*Cut out the frame brace to "clean-up" the appearance of the frame.*



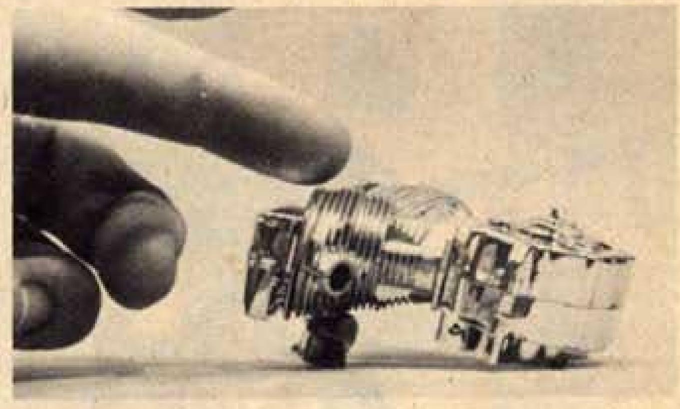
*Paint the frame matte black.*



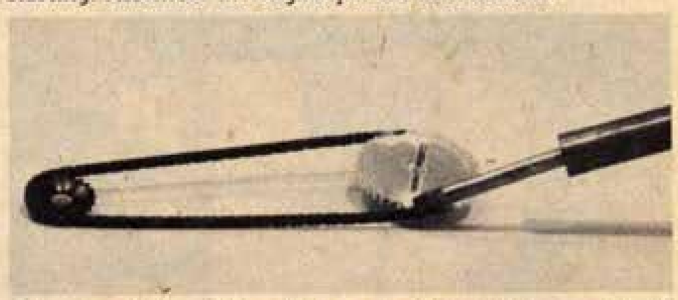
*Paint the chain with flat silver and glue it to the axle housing.*



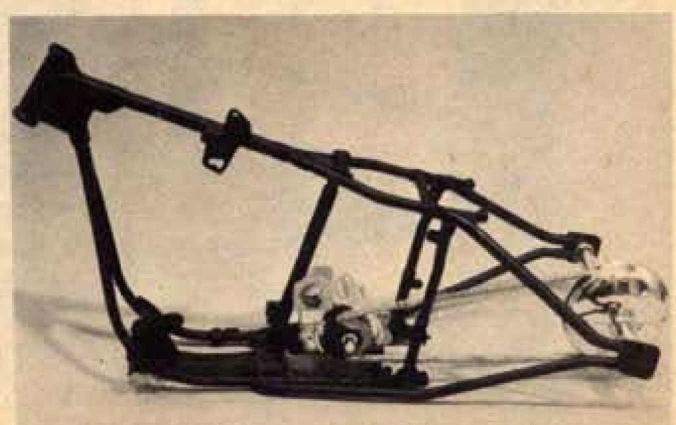
*Fill and smooth the frame with Testor's body putty.*



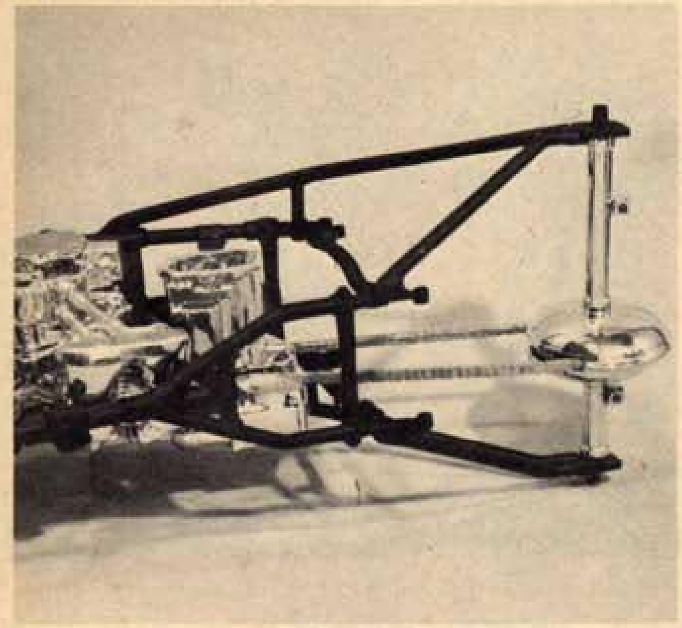
*Spray the head and barrel assembly to give the look of sand blasting. Assemble the engine per kit instructions.*



*Glue the Harley drive chain to the Triumph frame. Check for fit from the gear box to the rear end.*



*Cement the transmission and rear end in place.*



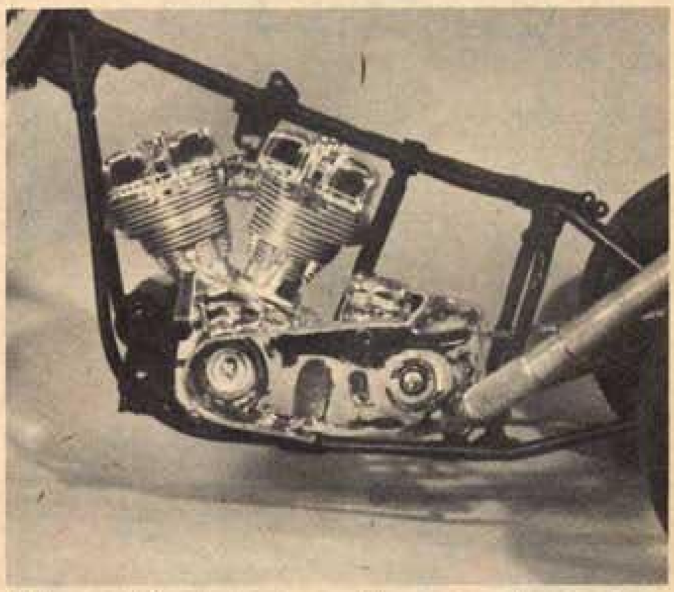
Glue the engine to the frame.



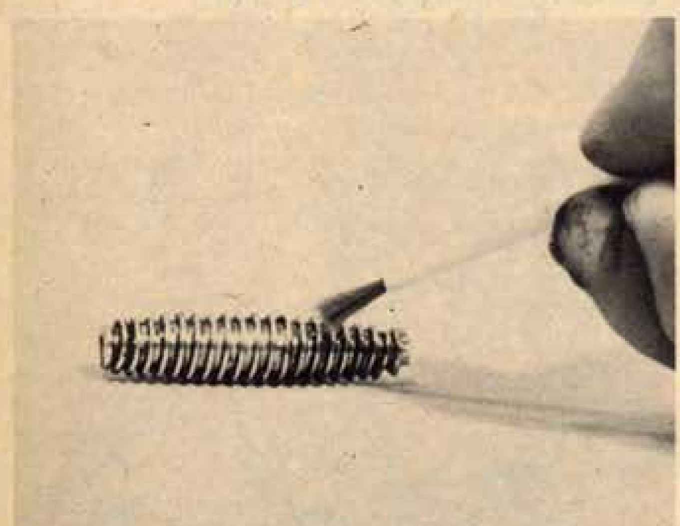
These wheels and tires came from the "King Chopper," but you could use those in the trike kit. Cut the boss from the rear half of the rims and glue them to Revell's backing plate.



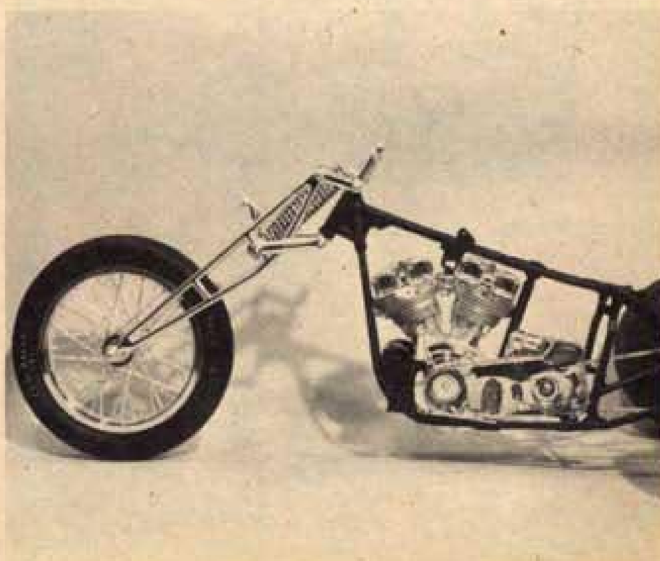
Install the rear wheels and check that they are parallel to the frame as well as setting flat.



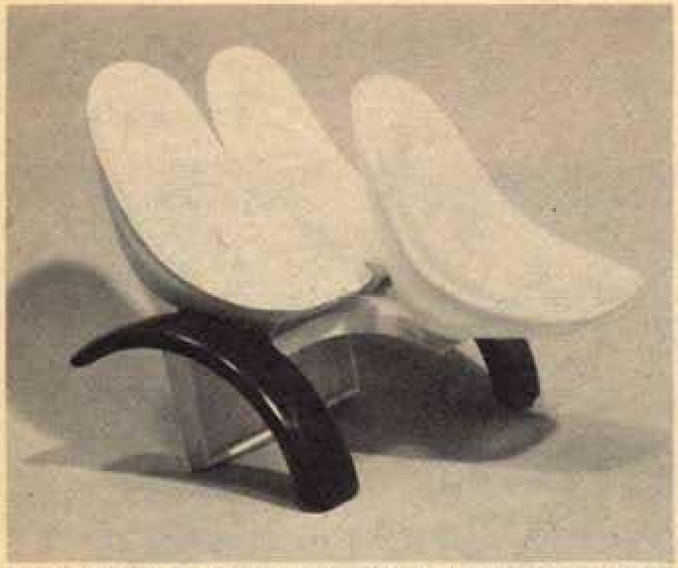
Cut a notch in the crankcase side cover to clear the frame.



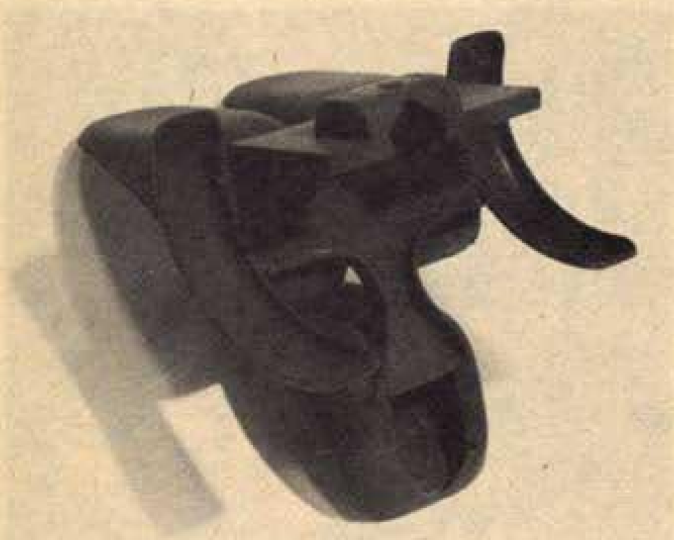
Flow ink in between the springs to emphasize their depth and shape. Allow the ink to dry and buff the spring surfaces with a soft cloth.



It's not necessary to modify the front end for a wild rake if the springer forks are used.



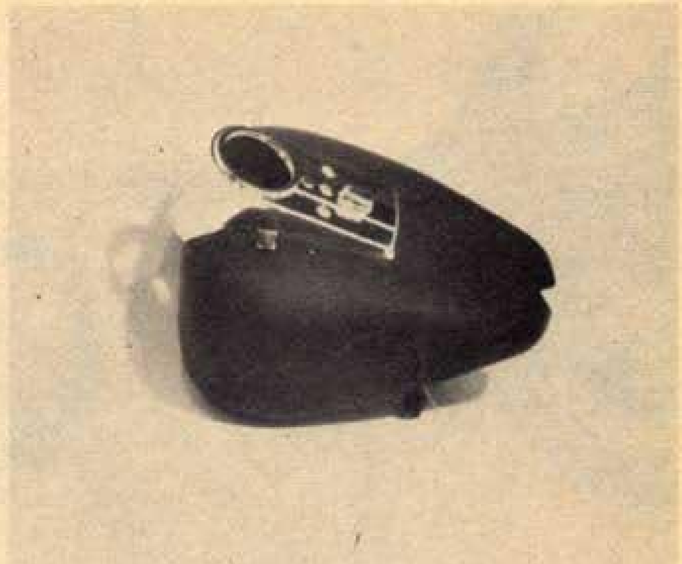
*The platform for the seats is made of .050 "sheet styrene." The bucket seats are from the trike and monograms "Big T."*



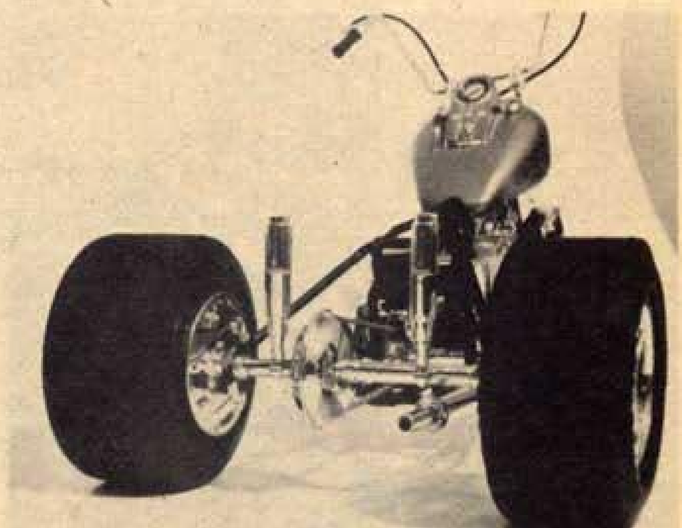
*Spray the tank and seat assembly with grey hot-rod primer. AMT or Testor's paints can be used for the finish coats.*




*The carriage lamps can be fitted with Grain O' Wheat bulbs for added realism.*



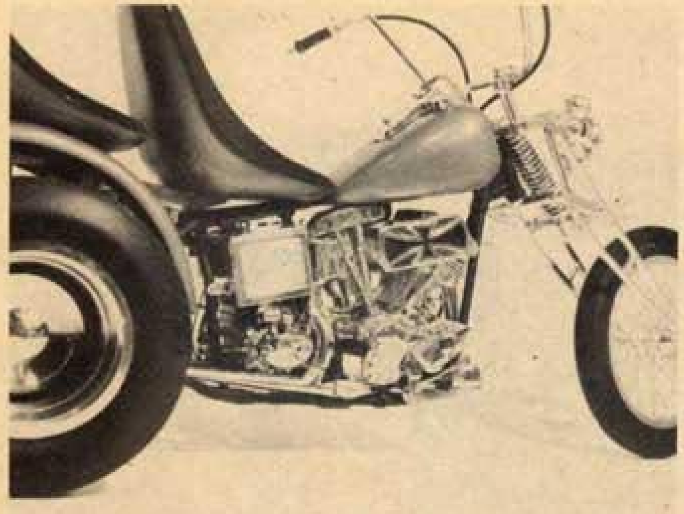
*Fill in the joints and the large slot in the Harley tank to give it a smoother, custom look.*



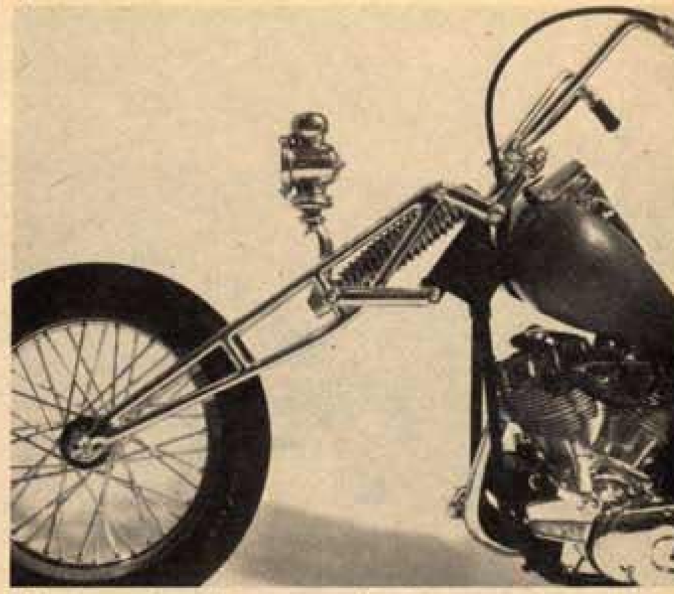
*The rear end perches on two pair of shocks placed top to top. The muffler was spirited away from a Triumph Tiger 100.*




*"Baldy" caps from the Big "T" enhance the deep-dished wheels. Paint the raised tire letters with Testor's flat white enamel.*

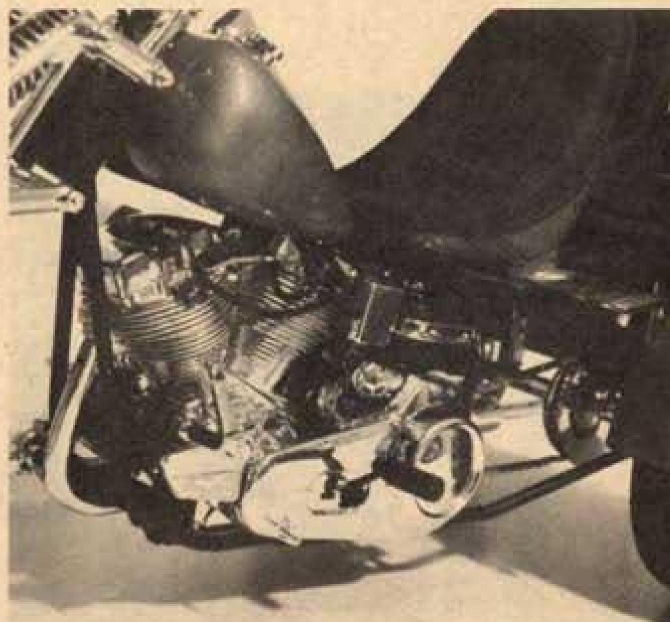


Install the air cleaner and hook up all cables and wiring.



*The custom headlight was replaced by a carriage lamp with a clear lens.*







# Model of the Month

Each month we receive tons of letters (pounds? Ounces?) and. photographs pertaining to the Model of the Month. There are a number of things that you, the entrant, can do to simplify our task.

*1. Address the letter to "Brick" Price, Contest Editor, 11795 Gateway Blvd., No. 3, Los Angeles, Calif. 90064.*

*2. Include everything that was done to the car other than stock from the kit. Too many of our entries lack the information that others are seeking.*

*3. Describe the paint scheme and brand of paint.*

*4. If it is possible, please print or typewrite all information.*

*5. Keep your backgrounds simple and uncluttered.*

**HERE'S WHAT YOU CAN WIN!**

The first place winner of our Model of the Month contest receives this fantastic Dremel No. 261 Moto-Tool kit – a $32.95 value! The kit contains the following: Powerful No. 260 Moto-Tool, 34 accessories including high-speed steel cutters, grinding wheels, wire and bristle brushes, rubber polishing tip, sanding discs, drum sander and sanding bands, mandrels, dressing stone, finger grip extension, collet wrench and 1/8", 3/32", 1/16" and 1/32" collets, all in a molded polyethylene storage case! A magnificent, life-time tool set that is perfect for modelers.







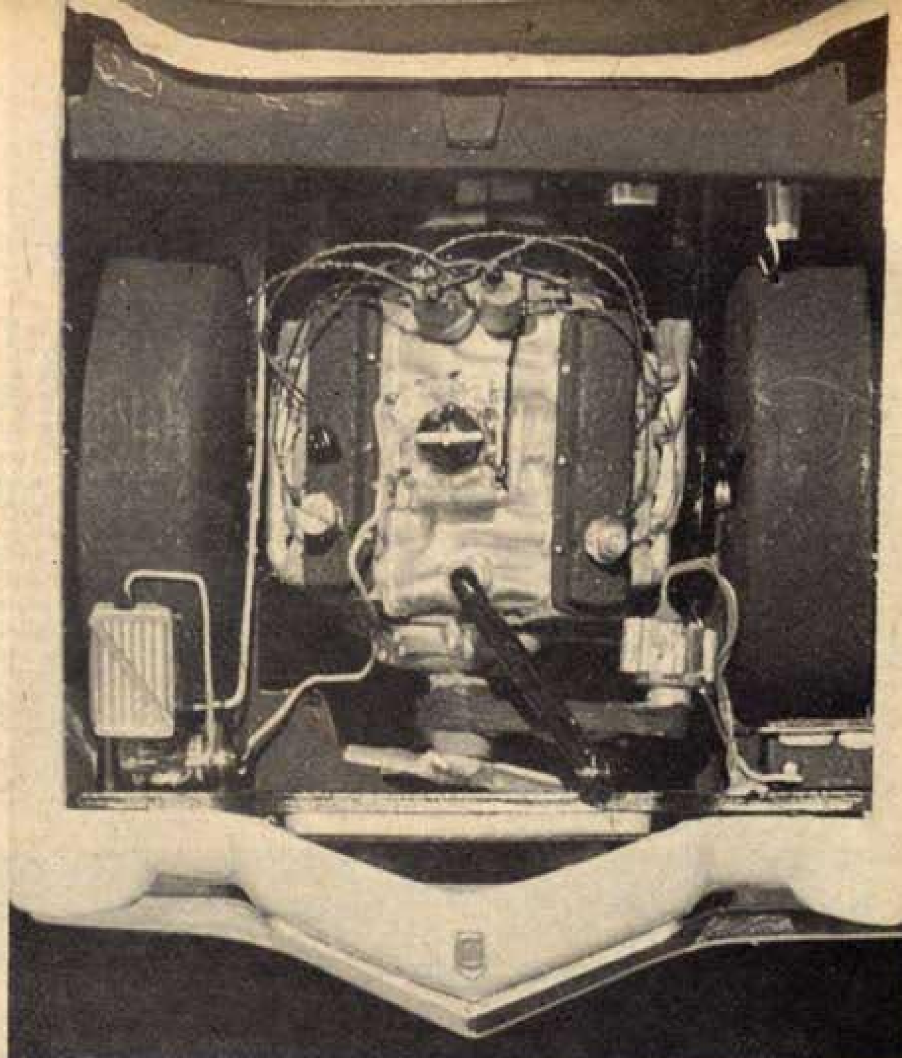

It's not often that you see highly detailed models of pro stockers these days. Stephen Criscillis, 1204 Columbine Circle, Knoxville, Tennessee 37919, built this wild model of Bill Jenkins '70 Camaro and is the lucky winner of Dremel's fantastic Moto-Tool set. All of the details of the real car are in evidence on the model but we'll let Steve tell it in his own words. "I usually choose one of my favorite drag or stock cars and get as much information about the car as possible. My entry is the famous Bill Jenkins '70 Camaro, "Grumpy's Toy." In building Jenkins' car, the hood scoop seemed the biggest problem. Then I remembered an old model

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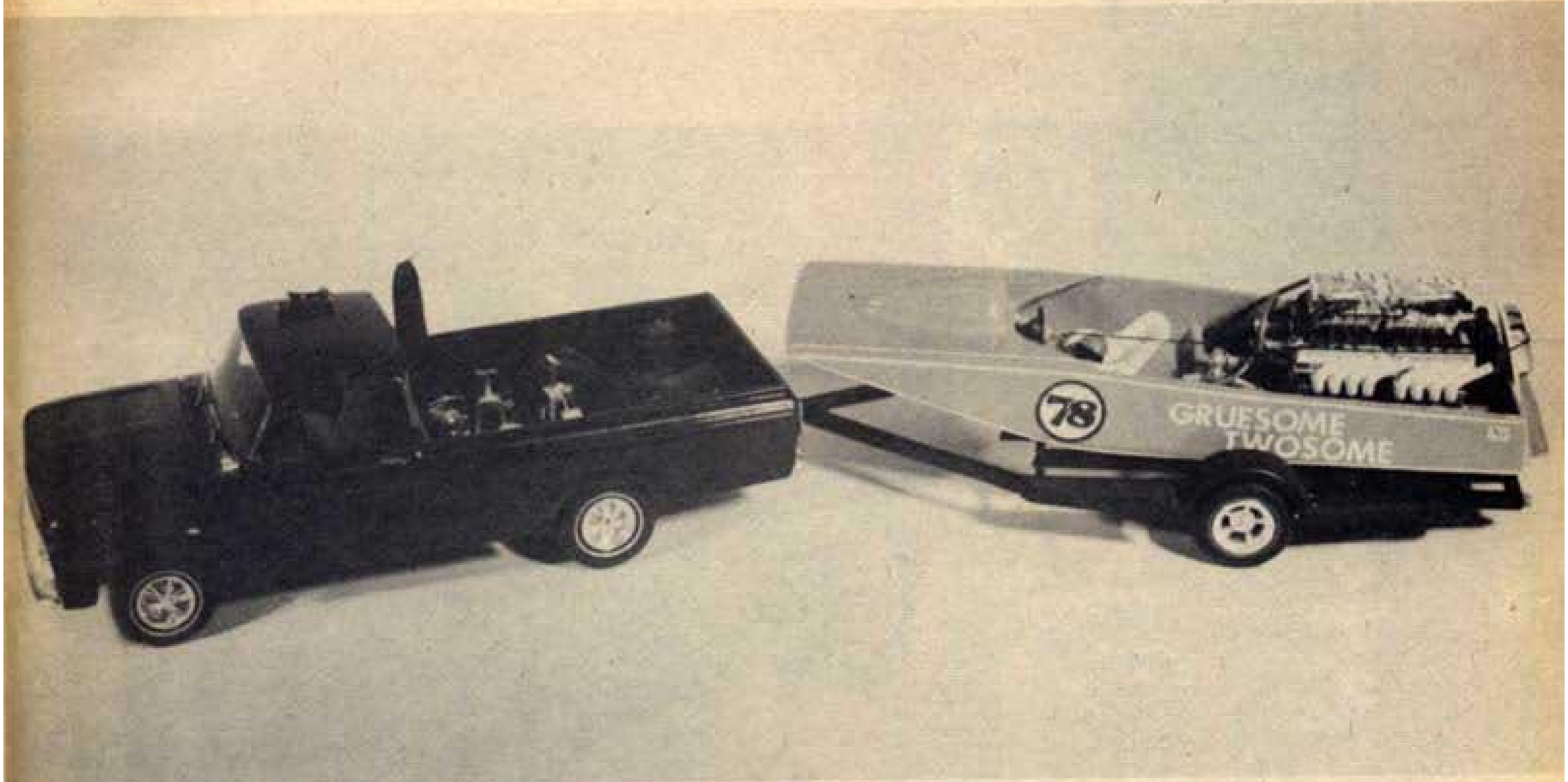
*Continued*

airplane, an A-ZO Havoc by Revell. The rear canopy was perfect for a hood scoop. With some of Testor's body putty, it turned into a great pro stocker hood scoop. All of the lettering was done by hand except the Hurst and Crager names. Paint is four coats of Testor's gloss white with Grump's name in yellow with black trim. The side windows are from a '70 Superbird kit by Jo-Han. All wiring is actual No. 12 guage wire colored as desired. The front tires and engine came from a '65 Chevelle funny car kit. The Lakewood traction bars were made from scrap tree." A very nice replica, Steve. Your Dremel tool is on its way.







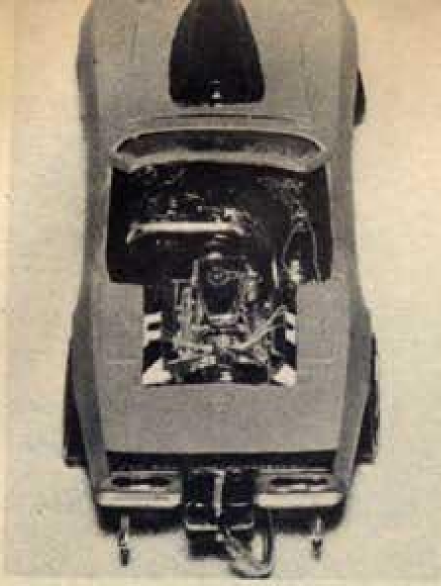


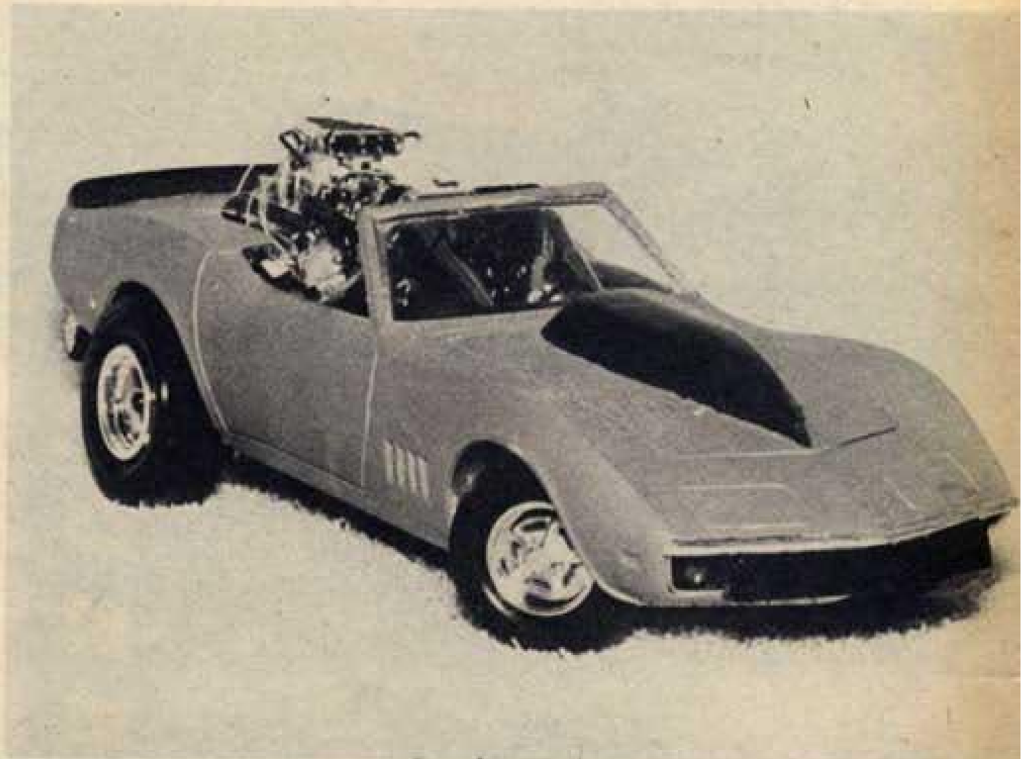




Frank Force, of Akron, Ohio, sent us these pictures of his creation called "Gruesome Twosome." Frank built his boat mainly with balsa wood. The prop, driveshafts and steering linkage were all fugitives from A.M.T.'s long nose Mustang. The chute, steering wheel and seat were lifted from the scrap box. The hull was given 10 coats of sanding sealer, seven coats of AMT orange and two coats of clear. The wiring is thread and phone wire.





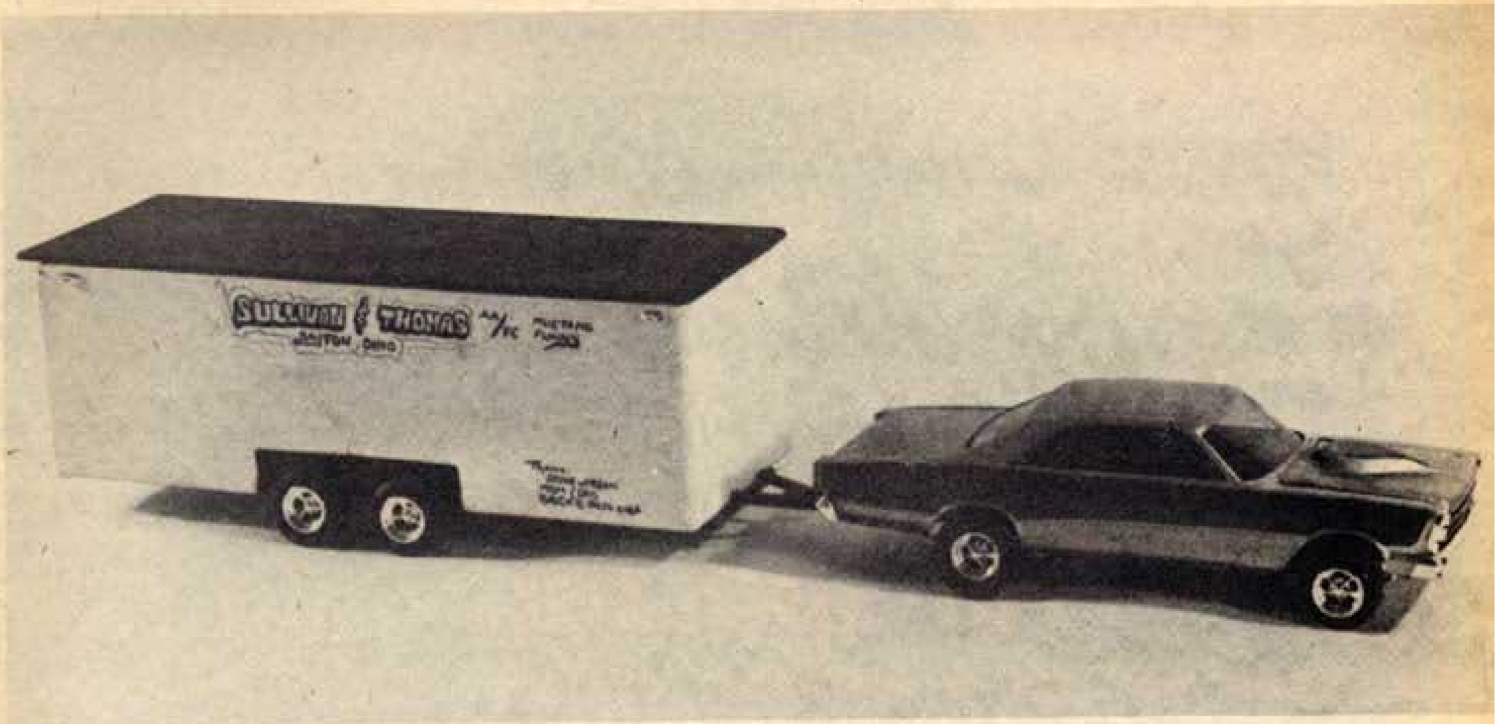


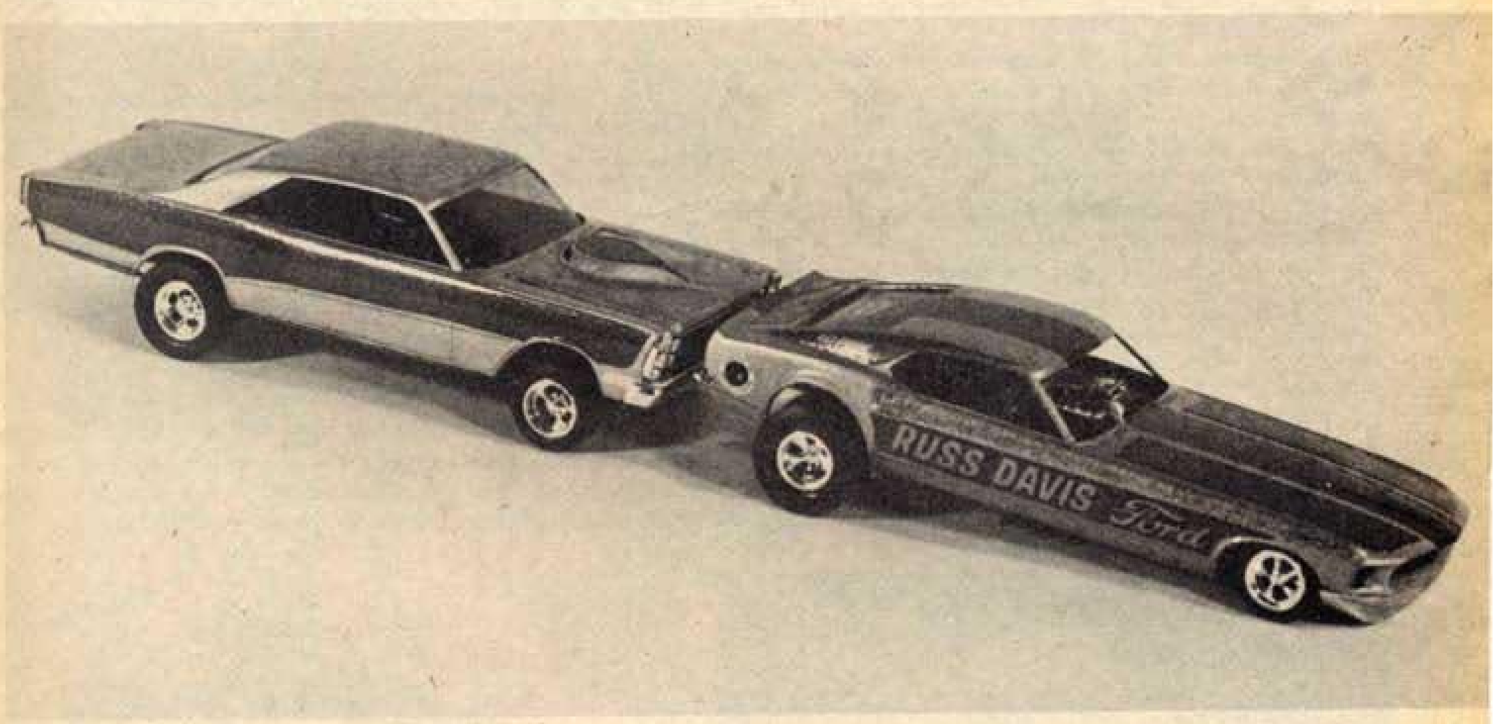
Raymond Huckabay, Calumet City, Illinois, built this mid-engined 'Vette that almost smacks of G.M.'s future plans for similar 'Vettes. The hood bubble is off AMT's Falcon which was glued to the clear hood from MPC's '69 'Vette. The front suspension is stock but the rear was raised ¼" to clear the Falcon slicks. The engine was made from the 427 short block and heads. The bell housing was cut off and replaced with the "Sandbagger's" housing. The headers, blower, manifold and drive belt are all from the Falcon. The car is fully wired and detailed. The finish coat is Pactra's Hi-Glow yellow over silver.





Well if it isn't the truck that Peter built. Actually it's a Peterbilt by Steve Sapers of Vancouver, Canada. It is basically stock with the exception of real wire mesh on the air filter, license plates and a paint job that matches that of his local logging company.






This groovy looking Mustang Drag Team was built by Scott Sullivan in Daytona, Ohio. The pushcar is AMT's 1966 Ford Galaxie 500. The body was stripped of all chrome, wet sanded and painted with silver flake. The side panels are red, blue and purple flake fogged into each other. The interior was gutted and now sports a cot for those overnight stints at the Nationals. The front suspension is made of nickel plated suspension, Indy tires and American mags. AMT's longnose Mustang forms the basis for the race car. It is basically stock except for plugs, fuel lines, water hoses, linkage, brake lines and wiring. The finish is the same as the Galaxie.





The wildest car hauler yet, from a pair of Monogram "Street Fighter" Chevys

# The Transporter

(This article was supposed to appear in last month's MCS, but was inadvertently left out. Our sincere apologies.)

By Robert Schleicher

Ever wonder how those fantastic show cars get to and from the show halls? In truth, most are carried in very mundane looking vans or trailers. A few, though, are carried to the show in style on transporters that are as worthy of admiration as the cars they haul.

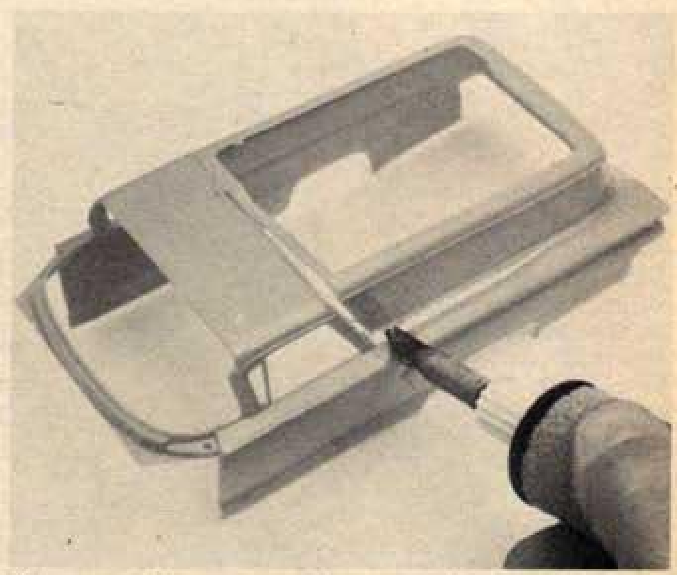
Our 1/24 scale transporter was inspired by the fantastic 150mph trucks that used to haul the 1955 German Mercedes-Benz racers around the European racing circuits. The Mercedes trucks took advantage of the autobahn's unlimited speed limits to rush damaged cars back to the factory for repair or service. The 1960 Chevy styling that Monogram's Tom Daniel used for his "Street Fighter" panel truck is just wild enough to be the basis for a transporter wide enough to handle most rods. That "rat" Chevy motor should have enough ponies (if built in full size) to propel our American transporter at least as fast as the original Mercedes. And, once again, this vehicle could be built in full-scale, following much the same step-by-step sectioning and reassembly we have with our model.

We've used the model customizer's version of the welding torch – a "hot knife" (wood burning pen with a knife blade tip from X-Acto or Auto World) – to chop the tops from two "Street Fighter" panel trucks. The resulting pickup truck beds are sectioned together to form one long bed with tandem rear axles. On our model, only the front axle is powered; the rear one just hangs in there to stabilize the rig and add some style.

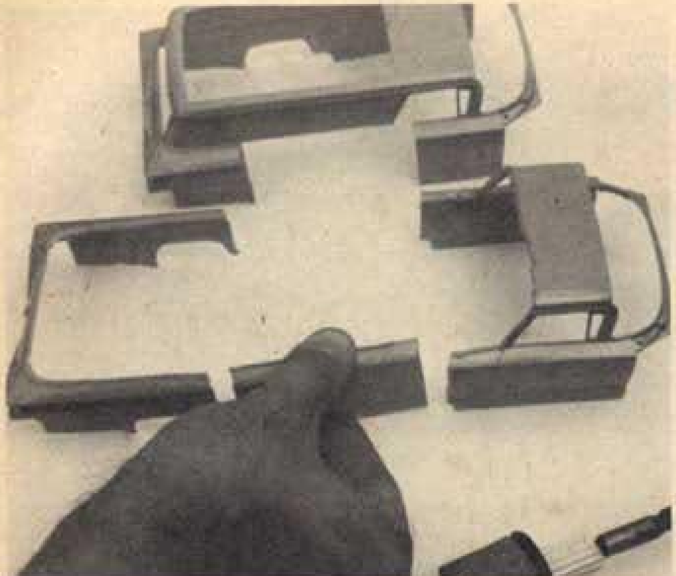
Our Monogram Transporter is a show car in its own right. It can serve your collection best, though, as a display stand for that one really superb model you want to accent. Who could ignore a superdetailed rod perched atop that orange and brown three-axle display stand?




*A pair of the Monogram Daniel-designed "Street Fighter" panel trucks supply all the style and mechanics for our transporter.*



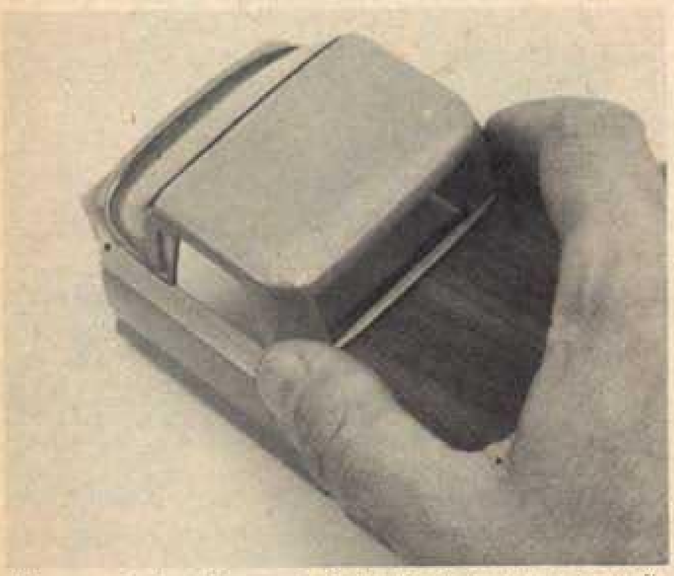
*Slice away the tops, rear and sides of the "Street Fighter" to convert it from a panel to pickup style with the hot knife.*



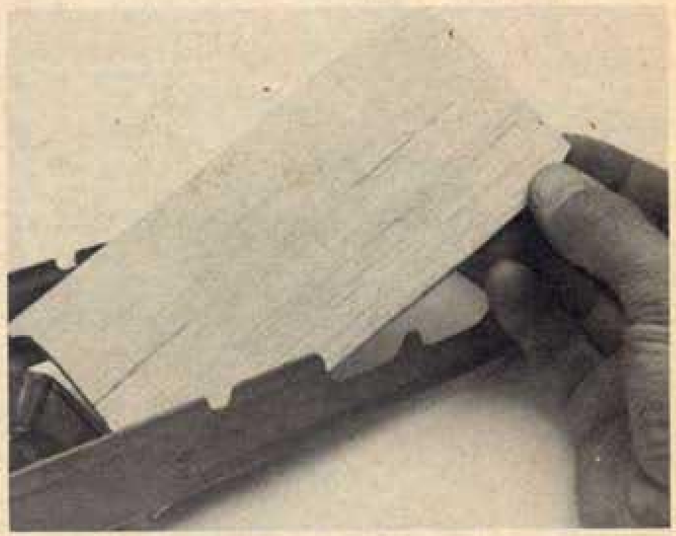
*Slice wheel cutout and area forward including about ½" of front door from each side of second "Street Fighter" body.*



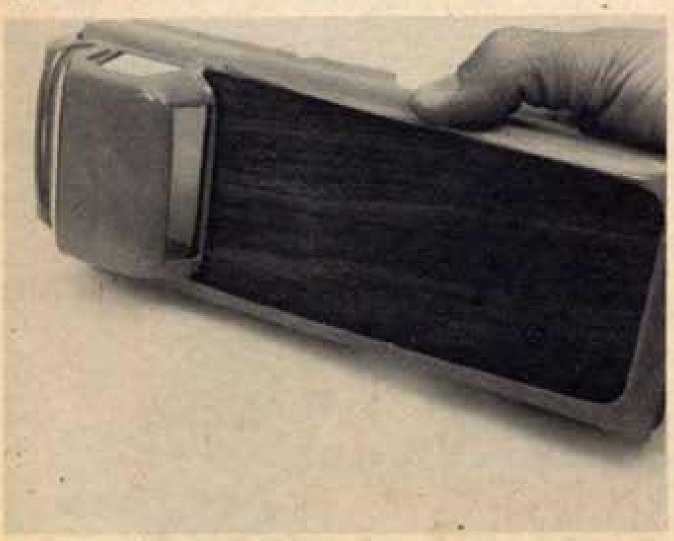
*Side scoop must be built up from putty, or sliced from second body. Panels from second kit are glued, filled and painted.*



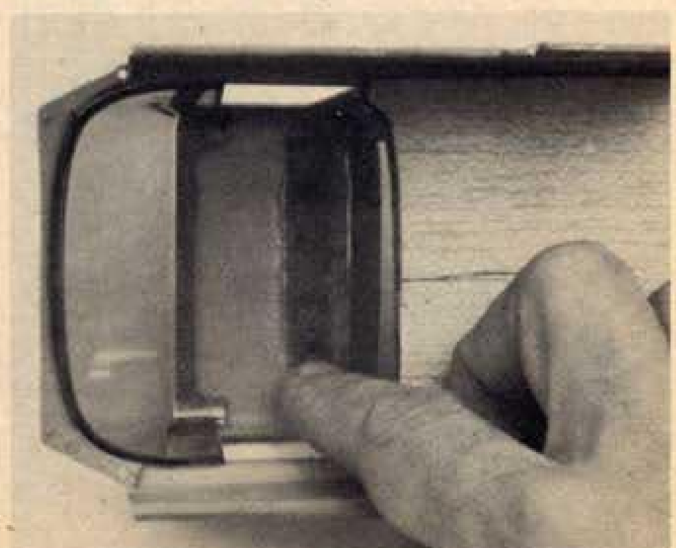
*The rear window from one of the sliced-away tops is cut fit against the back of the cab. Glue in place, fill, sand.*



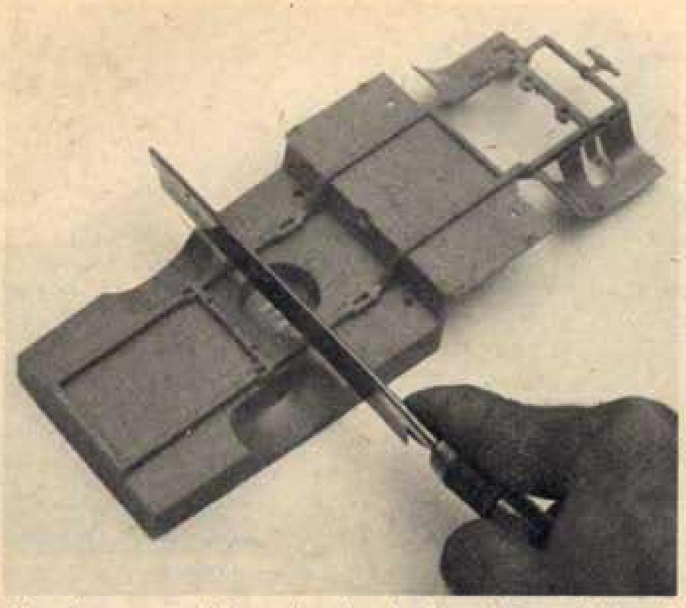
*A piece of 3-inch wide 1/16" balsa wood or thick cardboard is cut to fit inside the open pickup bed. Trim to exact fit.*



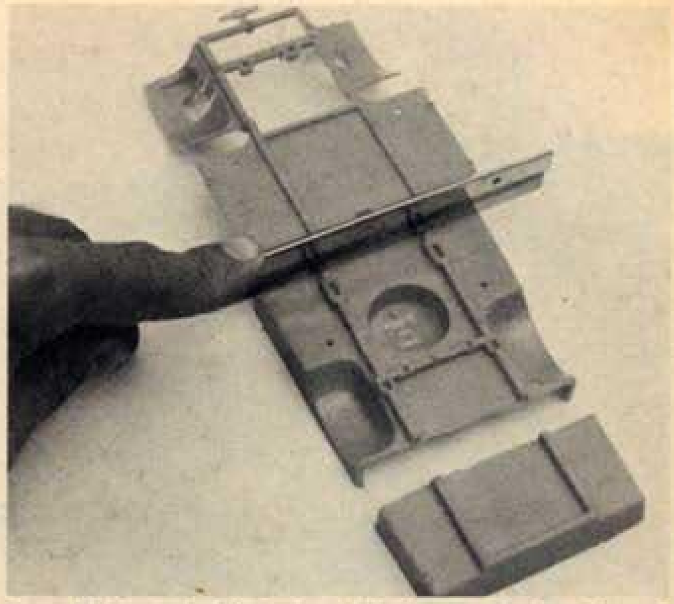
*Top side of pickup bed panel is covered with thin walnut veneer or contact paper before gluing. Use white glue to hold panel.*



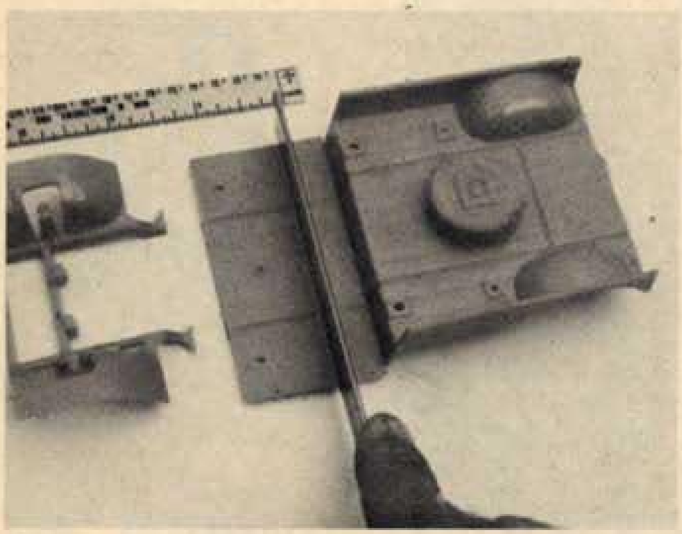
*Monogram window insert must be shortened to fit inside pickup-style truck cab. Window is tinted a rose color in kit.*



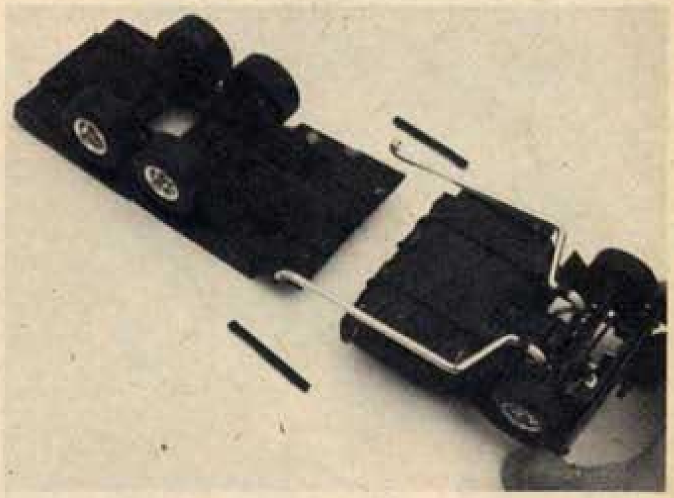
*Cut the rear panel from the chassis of one "Street Fighter" kit through the center of the spare tire well.*



*Second chassis is sliced just behind rear wheel wells and, again, just even with where chassis drops for cab floor area.*



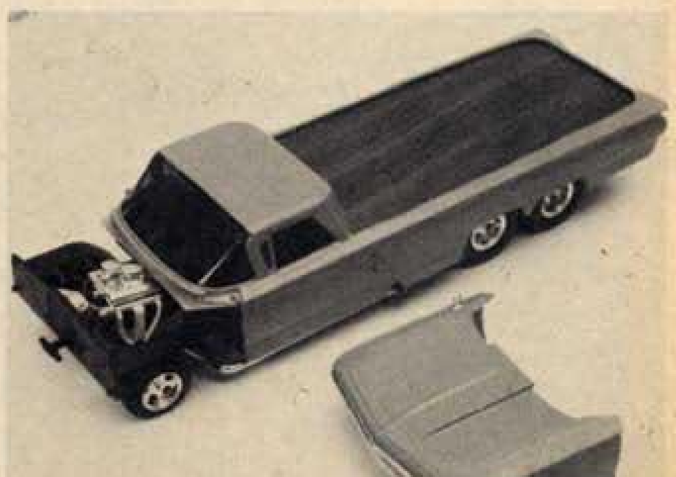
*A one-inch piece of the cab floor must also be sliced from the second chassis. Mark lines with ruler; cut with a razor saw.*



*Four separate pieces of chassis are held together with chassis rail reinforcements cut from scrap plastic. Wheels must match the wheel cutouts in body. Check before gluing.*



*Complete chassis, engine, and interior detailing before installing body. Glue joints on pieced-together chassis and body should dry at least 48-hours.*



*Glue body in place. Entire hood and front fender piece snaps in place in stock Monogram "Street Fighter" kit.*



*The "Transporter" is a show vehicle all by itself. With a show car atop it's wood-paneled bed, it becomes a wild display platform for the "Pie Wagon" – or any other wild car!*



# RADIO CONTROL AUTO RACING!

By George Siposs,
1969 National R/C Car Champion

**MCS ran several stories on the pioneer radio control gas powered cars, several years ago, when they were still in their infancy. The machines have progressed in a fantastic fashion since those early days. Now they're sophisticated racing cars, well within the range of many hobbyists. Here's the latest on this wild four-wheeled action sport!**

Some of our veteran readers may recall reading my articles a few years ago. Starting with the second issue of this magazine back in 1963, I have been an avid writer and slot racer in things "model car." Being a mechanical engineer and inventor, myself, I developed automatic transmissions for slot cars, working lights, four wheel drive, fully sceniced home tracks, team racing, plus other innovations and even a slotless racing system.

Enter radio controlled model car racing. The thrills and chills that we all dreamed about finally came about and became a practical reality. After one roundup article in *Model Car Science* back in 1967, I found that R/C cars were a little bit too complicated for our young readers and I concentrated on developing cars (as a consulting engineer for several commercial companies) and wrote articles for advanced hobbyists magazines. After three years of backbreaking work in convincing the public and, yes, even some manufacturers, that this indeed is a fun sport-hobby, cars are quite simple today.

There are many relatively low priced kits available today which even a beginner can assemble in an evening or two. Another evening's work will install the car radio, one more evening for body painting and final tuning and next weekend you are ready for the big moment . . . your own model car running on a big track, belching smoke as its gas engine screams down the straightaway!

So, let us take a look at some of the products which are available from stores or by mail order.

### Heathkit

The lowest priced kit is from Heathkit. The "Spectre" costs a mere $56 (compare that with your latest pro slot racer!) and it turns in a very respectable performance. Its body is styled along the lines of the latest GT racers and is made from tough plastic. The chassis is a sturdy metal pan and the radio components are covered by a protective plastic enclosure. This is important because engine oil and fumes get in everywhere and you don't want your expensive radio to be damaged. There is a centrifugal clutch to permit smooth starts, a brake system, a 4 oz. gas tank and other goodies along with complete instructions. Another $15 to $26 for an engine, plus the price of the radio ($126 for Heathkit's own kit radio) and you are in business. The finished price of around $200 buys you a real remote controlled car which starts, stops and turns at your commands.

### Delta Systems

Delta Systems, Race Car Division, markets an excellent sidewinder car with aluminum pan chassis, independent front suspension and wide rear tires. Kits start at around $79, without engine. There is a line of bodies and chassis accessories also available, plus Delta's own radio system. The Dash II is a very fast car with straightforward features that are easy to tune.

### Wen-Car

A newcomer in this field is the Wen-Car, which features an aluminum chassis shaped like a channel for strength and rigidity. Produced by Wenzel Engineering, this car may be equipped with a Ferrari body or other body types. Costing $89.95 this is an excellent value for a complete kit which weighs less than five lbs. Several gear ratios are available plus clutch and articulated front suspension.

### Dynamic Models

Dynamic Models, well known to our readers for their quality slot racing merchandise, has a very sophisticated kit selling for approximately $120, depending on which body you prefer – a Matra Formula I, McLaren or Porsche 912. The kit has many parts which display excellent workmanship and fit very well. This car has a variable ratio torque converter, all independent suspension and a very beautiful heatsink system.

### Ra/Car

Ra/Car Developments, the pioneers of the hobby of R/C car racing, have recently joined forces with Riggen (also well known to our readers from slot racing). Their new car is just being introduced to the public. Based on years of research and racing experience, it has an aluminum chassis which accommodates either a sidewinder or inline configuration (with a real shiftable two-speed gearbox), front suspension and foam rubber wheels. The bodies range from a wedge type Indy car to a Ti-22 sports car type body. A full line of accessories is also available.

### Curtis-Dyna Products

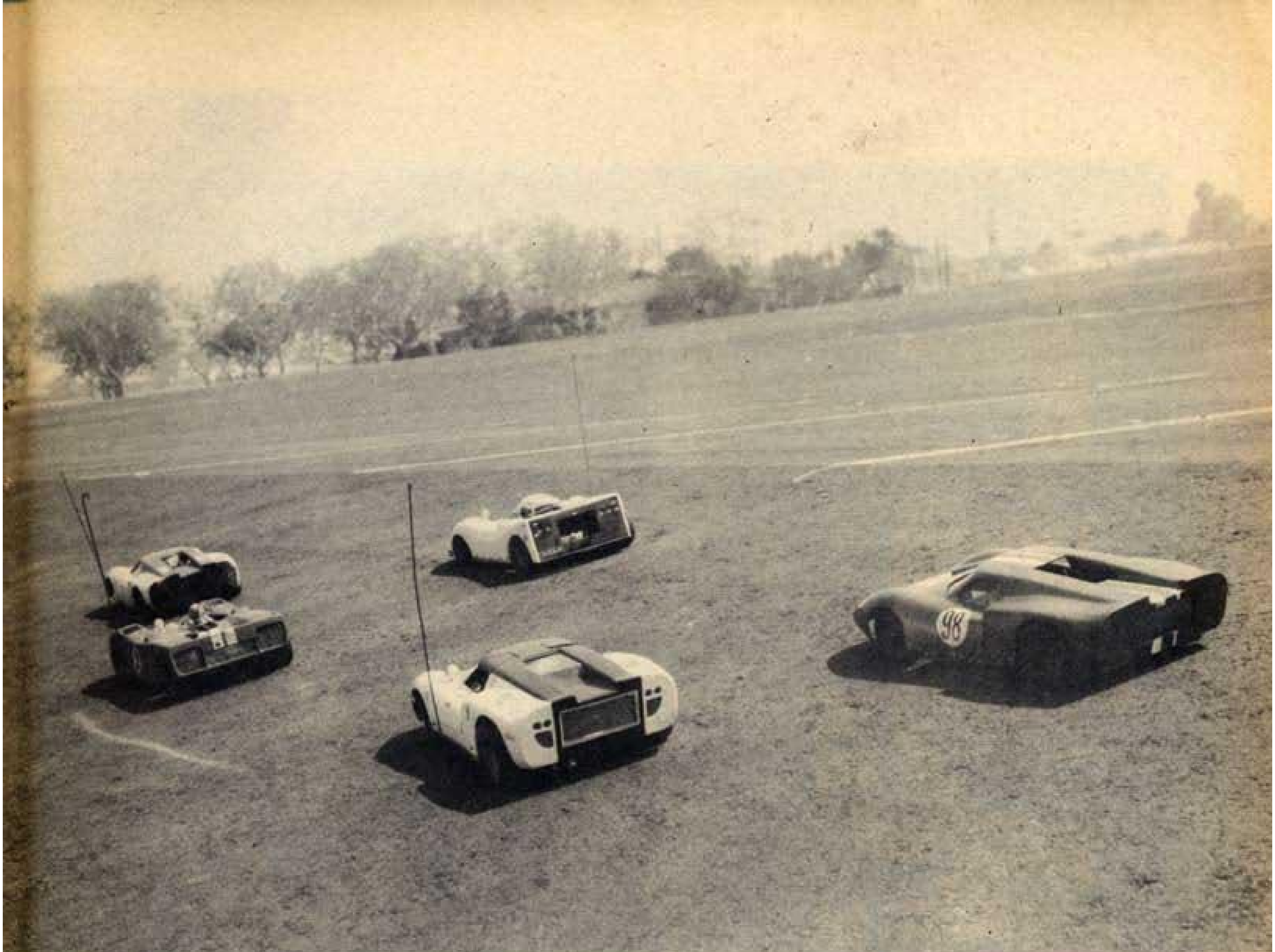
Curtis-Dyna Products also has recently introduced their new car, featuring an aluminum channel chassis, brakes and sidewinder configuration. The price is approximately $85, from the latest reports.

### Many Accessories

Many manufacturers supply accessories only, such as exhaust pipes, filters, fuel for the engine, etc. Among these is Nor/Car, Pitstop and Race Car Enterprises.

### Racing Rules

All of these cars are built to be powered by a .19 engine, which is the maximum cubic capacity allowed by the national racing rules. These rules have been set up by the "Radio Operated Auto Racing Association" whose officers are experienced modelers and racers themselves, and who know that only by a set of straightforward rules can a new hobby avoid a fiasce. You can also obtain insurance if you are a member of ROAR. Send 50 cents for illustrated information on the sport to: ROAR, 2855 Velasce Lane, Costa Mesa, Calif. 92626.



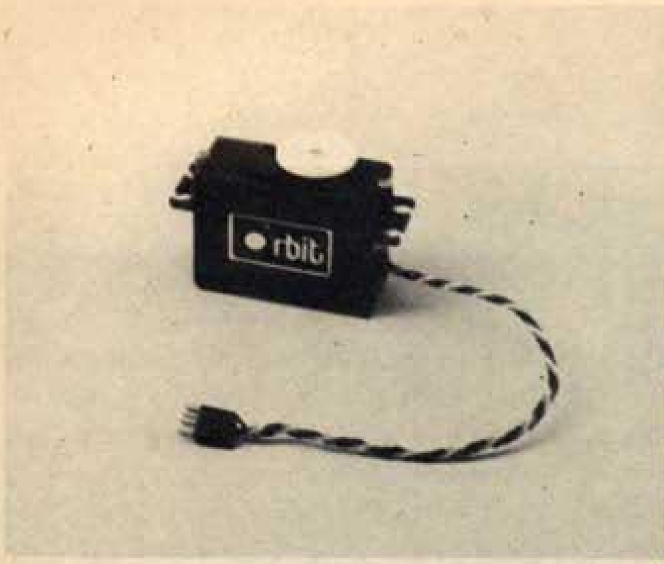
*A howling pack of 1/8 scale r/c gas-powered cars leaves the starting line at the start of a race.*

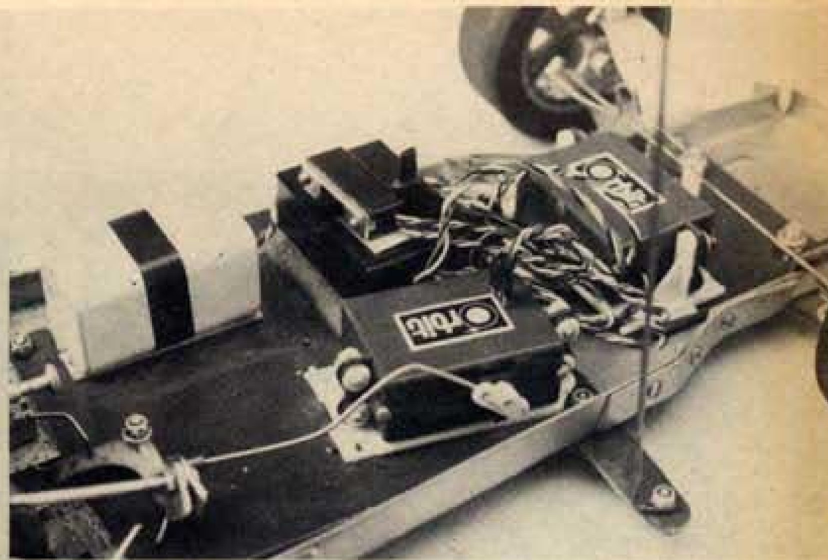


*Dynamic's 4-wheel independent suspension car will warm the cockles of the most avid tinkerer. If you've a bit of Colin Chapman in you, you will enjoy this car immensely. (Full report on this car next month.)*




*This "OS" 2-channel digital transmitter sells for $139.00, shown here with a scratchbuilt car. Yes, scratchbuilding is b–i–g in 1/8 scale r/c racing, too! Full report on several popular transmitter-receiver-servos units in the next issue, too.*





*What's a servo? Nothing more than an electrically powered lever. Here is Orbit's PS-3 servo unit, shown in and out of the car. When the receiver in the car receives a signal from the transmitter in your hand, it "tells" the servo to move. The servo does so, pulling (or pushing) a lever to perform some mechanical function such as turning the wheels to the left or right, etc.*

### The R/C Gear

Once the car is built, you will want to guide it with a reliable digital proportional radio system. There are many sets made specifically for cars.

### Orbit

Among these, the best known set is made by Orbit Electronics. This set features replaceable crystals (so you can race against any other cars), a regular steering wheel, spring loaded throttle, and also a gearshift lever. The price is around $189.

### Heathkit

Heathkit makes a kit for radio control which can be assembled by even rank beginners. This radio can also handle three channels, in case you want to operate a gearshift along with steering and throttle. The set will operate up to four hours between recharging and costs only $129.

### Model Rectifier Corporation

MRC's quality radio control system incorporates the latest state of the art circuitry and components. The receiver has automatic gain control (AGC) for maximum noise suppression, and it is lightweight. Nickel cadmium batteries are supplied, and the transmitter has a built-in transformer-type battery charger. The entire system (transmitter, receiver and servos,) sells for $330.00.

### There are more, too

Other excellent radios are made by Curtis-Dyna, Kraft, Pre-Line Electronics and others.

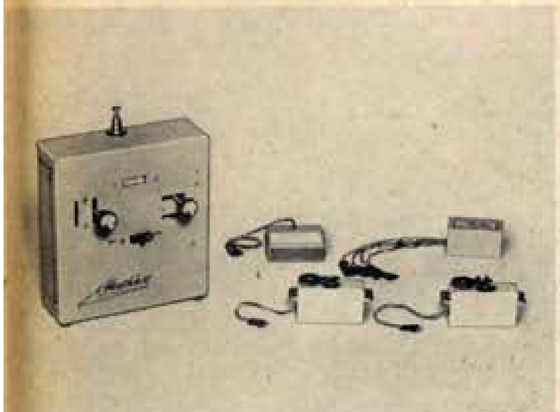
### The cash outlay is reasonable

This is the basic roundup of information to whet your appetite. The cash outlay is about the same as that for a set of skis or golf clubs. Subsequent costs are low, because all you will need is fuel and maybe some gears. Tires seem to last for a long time and wear on either parts is very low, provided you clean off the grit which every car collects, even on seemingly clean asphalt parking lots. You can run your car on any smooth parking lot, join or start a club and have fun. Radio controlled car racing IS the most!

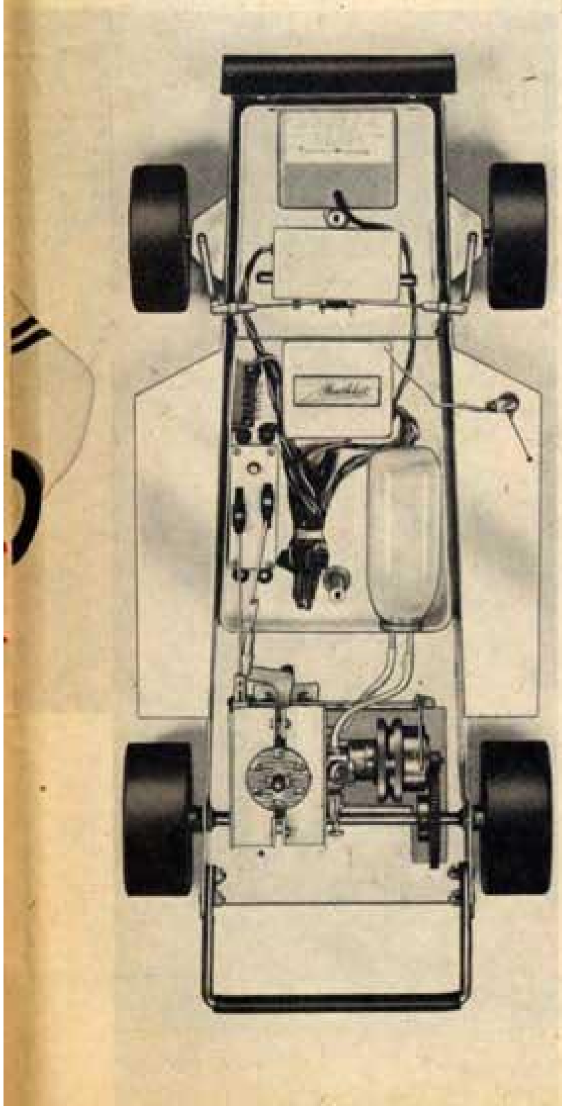


*The Heath Company's "Spectre" r/c car (Model GD-101) is a marvel of simplicity and clean, straightforward design. The car performs exceptionally well (full report on this car in the next issue).*

EDITOR'S NOTE: This brief roundup of the top manufacturers of r/c auto racing components is not meant to be all-inclusive, of course. Next month we are going to delve deeper into r/c auto racing, and MCS will devote considerable space in future issues to this fascinating sport. We'll begin testing individual manufacturer's equipment, in detail, in the November issue. Stand by.



Heath's powerful and sensitive 3-channel r/c system (Model GD-57) includes transmitter, receiver, batteries, charging cord, for just $129.95, in kit form. All of these parts are available separately, too. (Full report on this assembly in the next issue.)



**The Manufacturers and where they're located**

## R/C CAR KIT MANUFACTURERS

*Dynamic Models,
Dept. MCS
13309 Saticoy Street,
North Hollywood, Calif. 91605

*Wenzel Engineering,
Dept. MCS
16 Newbridge Rd.
Hicksville, N.Y. 11801

*Heath Company,
Dept. MCS
Benton Harbor, Michigan 49022

*Curtis Dyna Products,
Dept. MCS
Box 297,
Westfield, Ind. 46074

*Ra/Car Developments,
Dept. MCS
338 W. Lincoln,
Anaheim, Calif. 92805

*Race Car Enterprises,
Dept. MCS
3703 Dover Dr.
Ft. Wayne, Ind. 46805

*Delta Systems,
Dept. MCS
Box 754,
Bridgeton, Mo. 63042

## ACCESSORIES

*Nor/Car,
Dept. MCS
13556 Chase Street
Arleta, Calif. 91331

*Pit-Stop,
Dept. MCS
1231 Blue Gum,
Anaheim, Calif. 92806

*Tatone Products,
Dept. MCS
4719 Mission Street
San Francisco, Calif. 94112

*Stuhlman Engineering (starters)
Dept. MCS
P.O. 236 A TR.
126 East,
Plainfield, Ill. 60544

*R/C Components,
Dept. MCS
14247 San Arde Drive,
La Mirada, Calif. 90638

## RADIO SYSTEMS

*Orbit Electronics,
Dept. MCS
11601 Anabel,
Garden Grove, Calif. 92640

*Heath Company,
Dept. MCS
Benton Harbor, Mich. 49022

*Pre-Line Electronics,
Dept. MCS
P.O. Box 7733,
Phoenix, Ariz. 85011

*Kraft Systems,
Dept. MCS
450 W. California St.
Vista, Calif. 92803

*Model Rectifier Corp.
Dept. MCS
2500 Woodbridge Ave.
Edison, N.J. 08817

## MAIL ORDER SUPPLY HOUSES

*East: Auto World,
Dept. MCS
701 N. Keyser
Scranton, Pa. 18508

Model Auto Racing Supply,
Dept. MCS
P.O. Box 547,
Billerica, Mass. 01821

*Midwest: Glenn's R/C Shop,
Dept. MCS
5723 N.W. Hwy.
Chicago, Ill. 60646

*West: Puget Sound R/C Electronics,
Dept. MCS
1547 Heff Rd.
Bellingham, Wash. 98225

*Canada: Medallien Products,
Dept. MCS
670 Constock Rd.
Richmond, B.C. Canada

Klein Bros.
Dept. MCS
3187 Bathurst St.
Toronto, Ont. Canada

# Movin' Meter Maid

By Robert Schleicher

**From farm furrow to streetside, the "Elegant Farmer" does a "cop out."**



Never underestimate the creators of the show cars. Hint at a trend in automotive design and these talented teams are right on it. For instance; everyone knows that all types of off-road vehicles are becoming more and more popular. And everyone knows that three-wheeled custom motorcycles are often the centers of attraction at custom cars shows.

A few of the even better informed knew that the three-wheeled off-road vehicle was just around the corner (and here now) in the form of a one-person, balloon-tired, and motorcycle-engined tricycle from Sperry Rand called the "TriCart" and another on its way from Honda (the motorcycle folk). The show circuit craze-car the "Elegant Farmer" was, then a real natural.

MPC has kitted the "Elegant Farmer" in giant 1/20 scale plastic pieces with all of the charm of the full-size original. The terrific trike's tractor tires are all there, as is the vehicle's basic wheelbarrow-based design. A full-race vee-eight drives those traction rear tires. The single front tire is mounted airplane-style, but steered through a stone-age tiller. The seat is that of a shovel – all in keeping with the trike's pastoral picture. There's never been anything like this one.

Our "Movin' Meter Maid" is a conversion of the "Elegant Farmer" to adapt the vehicle to more urban use; as transport for those uniformed police ladies who prefer parking tickets and such. We thought they'd appreciate something a bit more than a Cushman for a change. We changed the scale of the "Elegant Farmer" chassis and wheels from 1/20 to a larger 1/8 with the bat of an eye. There is really no prescribed size for such a real-life trike, anyway, so why not?

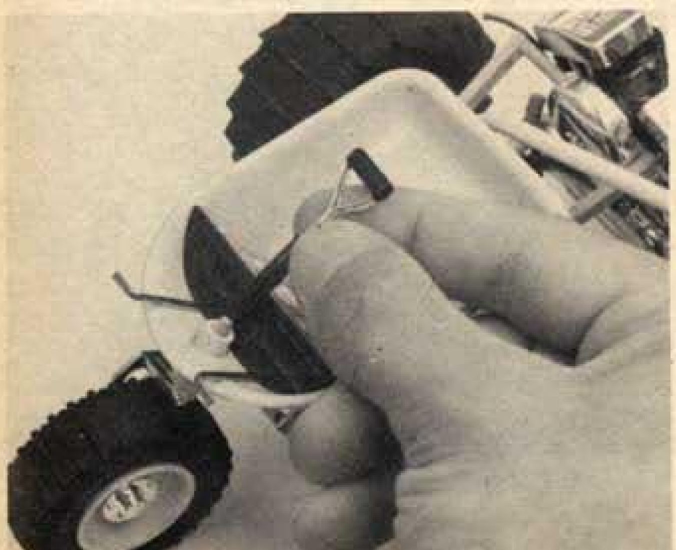
With our now-1/8 scale trike, we found it simple enough to fit a more motorcycle type of powerplant – the Harley Davidson vee-two from the MPC "Bronson" 1/8 scale motorcycle kit. With our conversion, the "meter maid" policewoman can now patrol either city streets or the beach-front. If built in full-size, the "Movin' Meter Maid" would be about the size of the "normal" police three-wheeled Harley Davidsons.

The conversion from funny-farm to out-of-sight-street or beach buggy is easy enough if you have the full set of parts from the MPC "Elegant Farmer" and MPC "Bronson" kits. Only the engine and exhaust will be needed from the "Bronson" kit. These are installed as stock XLCH Harley Davidson parts with the exception of the chopped-off muffler pair. The "Elegant Farmer" frame is modified by clipping off the wheelbarrow handlebars and moving the wheelbarrow bed forward a bit. The shift pedal from the "Bronson" kit is placed on the floor of the "borrow" with new accelerator and brake pedals made from flattened 1/16" brass tube. A motorcycle-like twistgrip throttle would be incorporated in the tiller steering. The machine is painted in "Meter Maid" pink of course.

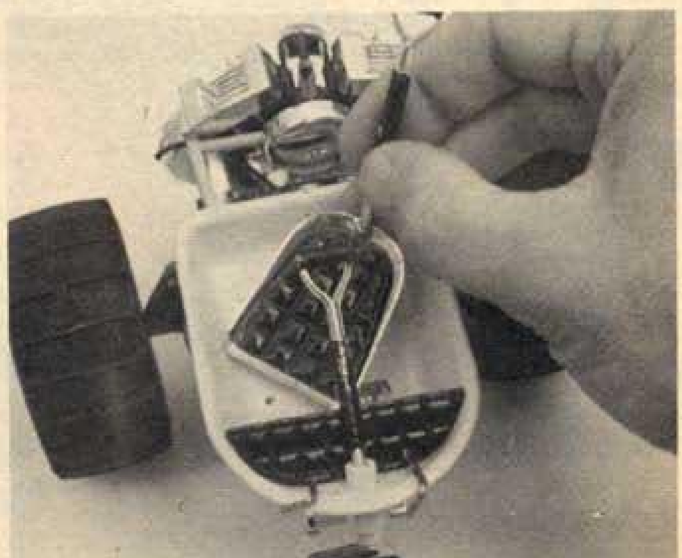



*MPC's "Elegant Farmer" show trike is the basic for our conversion into a beach or city policewoman's parking ticket conveyance.*

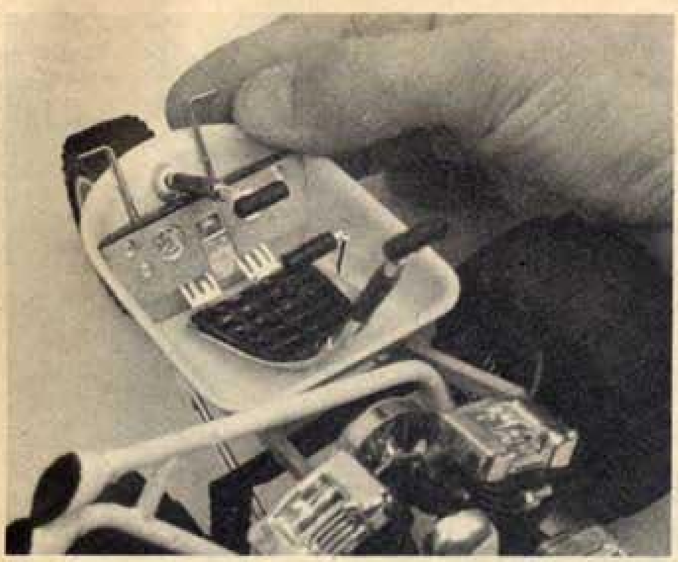




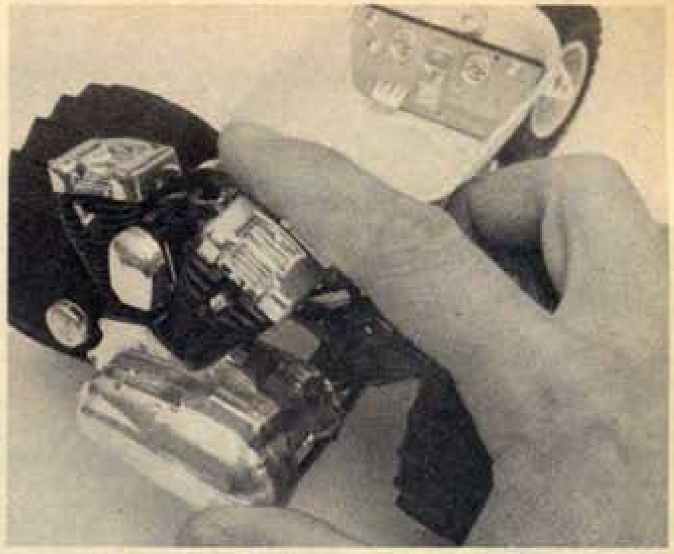
The stock MPC "Elegant Farmer" steering tiller is replaced with another cut from the kit's shovel handle. Bed is forward.



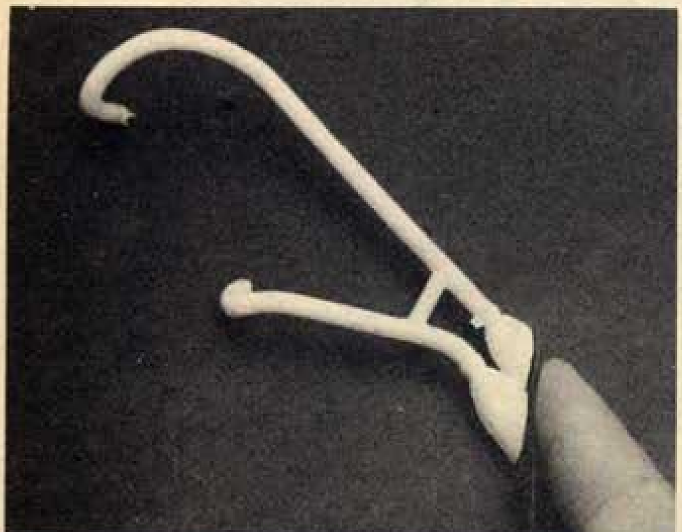
"Elegant Farmer's" shovel seat is retained. "Wheelbarrow" handles must be trimmed off to clear new engine. Dash is also stock.



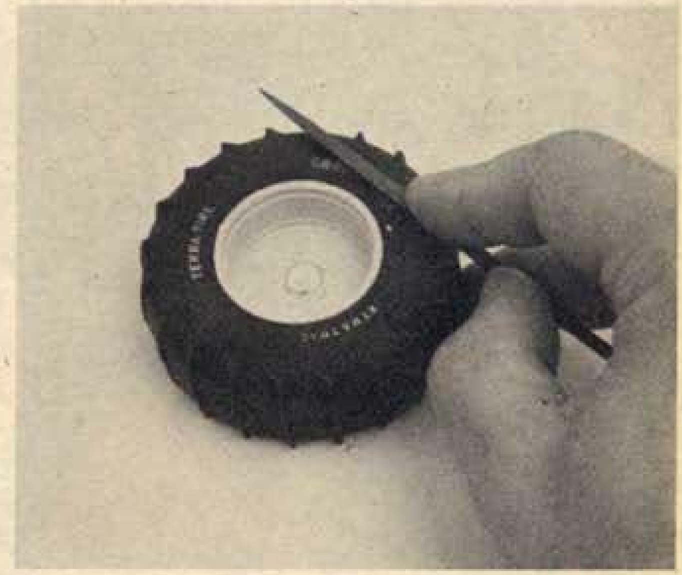
*New brake and clutch pedals are bent from plated 1/16" brass tubing smashed flat in a vise. "Bronson" foot shift is used.*



*Consider the "Movin' Meter Maid" to be 1/8 scale and use the Harley Davidson XLCH engine from the MPC "Bronson" kit.*



*The ends of the twin mufflers on the "Bronson" motorcycle kit are sliced away at the angle shown, then filed smooth.*



*The tires in the "Elegant Farmer" are molded in white plastic. Paint flat black, let dry, then file lettered areas.*




*We painted the wheels and 'barrow bed a matching pink. Wheel bolts can then be dabbed with silver or black paint.*



*The Harley Davidson engine merely replaces the stock "Farmer's" vee-eight. Engine is glued to differential and braced.*

*If you had to dispense parking tickets for a living, it would sure be more fun in a trike like this "Sportster."*

# MEAN™ MAVERICK

Wicked and rugged. And as fierce as they come.

That's the MEAN MAVERICK! Monogram's hottest funny car to shoot from the starting line yet. And concocted by California designer, Tom Daniel.

Punch the foot pedal and up comes the battery-powered chopped shell. With a dynamite Ford 427 blown mill whining underneath.

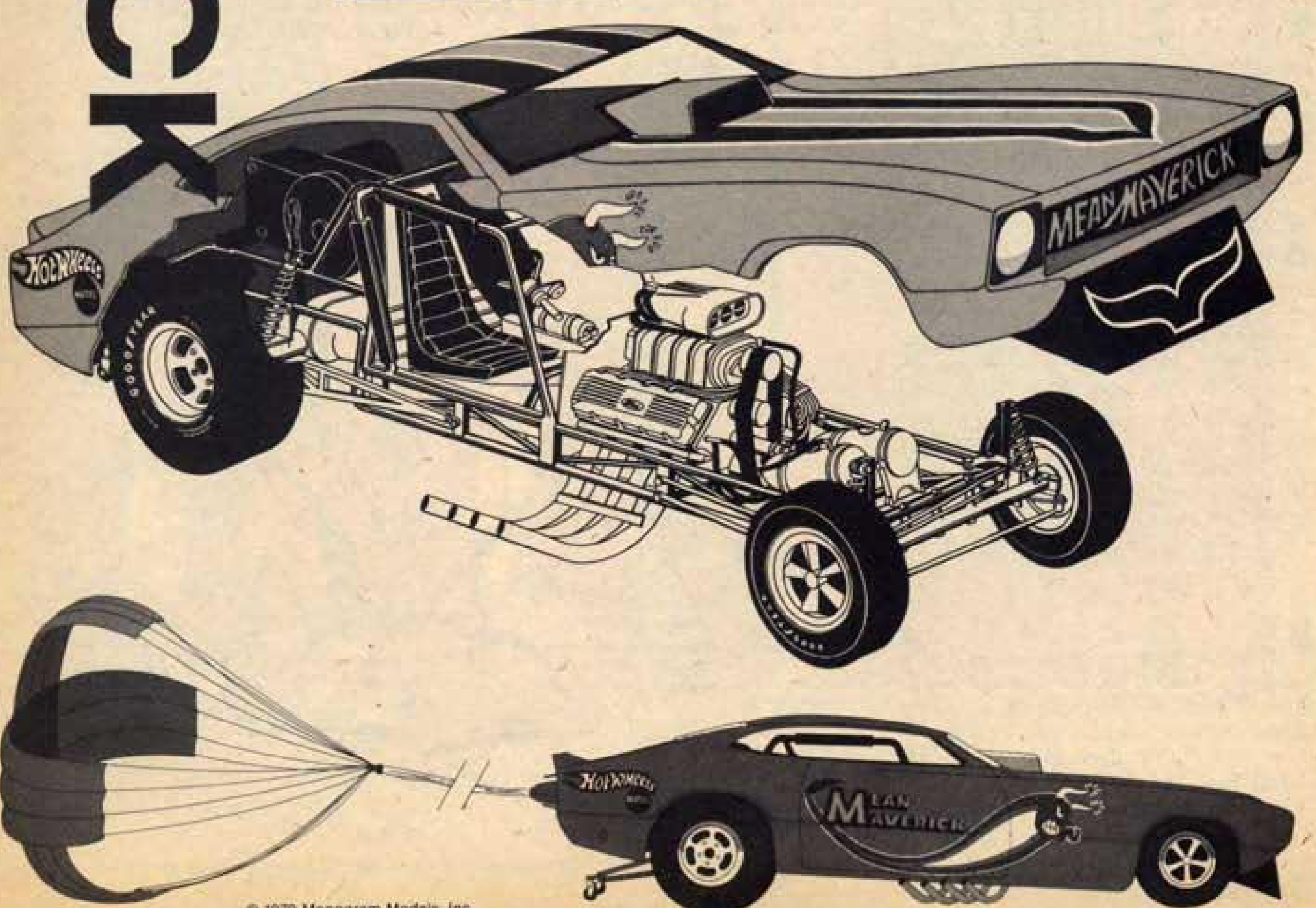
And every nitty-gritty detail cut down to 1/12 scale.

Like the custom-designed tubular chassis. Super fuel and water tanks running up front. Front-end spoiler. And a braking 'chute built either fully opened or still in its pack.

Plus blazing fat slicks on racing mags.

Dig the Funny Car model kit of all times...the MEAN MAVERICK!

Monogram® quality hobby kits — MATTEL®




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# QUESTION SESSION

*Continued from Page 12*

Track. I have not been able to find them in the Auto World Catalog. Secondly – I would like to ask you if Aurora HO bodies and chassis' are made of toxic substance, because when I modify them by cutting they give off a peculiar and sickening odor. Thank you.

John DiDominicis
Astoria, New York

**A** *I'm sorry, John, but the only way you're going to get any Lionel Track is by searching through older toy stores and hobby shops. If you're lucky, the owner may be trying to "unload" the track at a reduced cost since it is no longer made. The Aurora bodies are made of plastic which is toxic if burned while cutting or grinding with power tools. I always work with a fan placed in an open window and set on exhaust to pull the fumes out of my apartment.*

**Q** Is there a machine I can buy, or a place that will zap HO magnets? Also, my friend uses jewelery rouge to clean his Aurora commutator. Is this safe for the motor?

Kei Kodani
Oakland, Calif.

**A** *You don't want to invest in a re-magnetizing set-up, Kei. You would only be wasting your time and money since the HO type of magnets will lose very little magnetism even if pulled out of the can. Your friend is pretty sharp in using jewelers rouge for cleaning. Toothpaste will work nearly as well since it is also nothing but a very fine abrasive. Be sure to wash off either abrasive since it could damage the comm and decrease your power.*

**Q** I'm planning on building an H.O. dragstrip and I would like to know how to build it and make the scenery. Also, in which issues did you show how to build "Ridgeroute Raceway"? I just have the February issue and I'd like to get the other issues.

Bob Myers
Dyer, Indiana

**A** *We're planning a dragstrip article with tips on building a seamless, continuous length plastic track made from Aurora or Tyco track pieces. The advantages of this track are better conductivity, better traction, and you eliminate the power robbing jolts that a car receives everytime it crosses a joint. Meanwhile, you can order back issues December, 1969, January, 1970, and February, 1970, for 50 cents a copy from our back issues department. These are the three issues containing Ridgeroute and several building tips.*

**Q** What do you do when you get glue on chrome parts or windows.

Nathan Mellinger
Ephrata, Pa. 12522

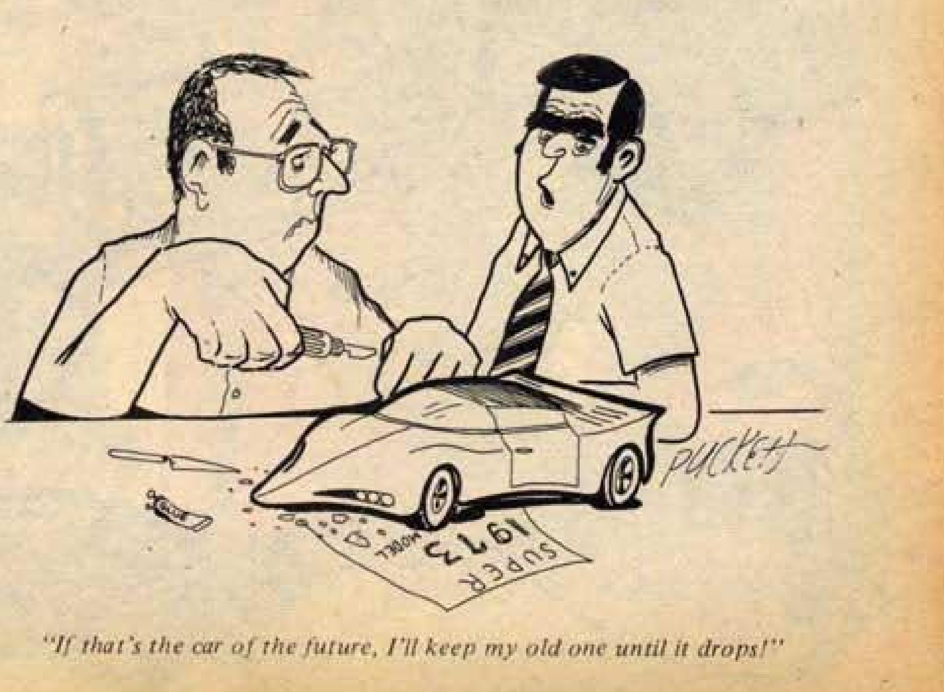
**A** *What do I do? I cry a lot. There is no hope for chrome parts unless you wait until the glue dries and carefully pick it off with a toothpick. Even then the chrome will look "crazed." You can repair windows but it's boring, tedious work. Let the glue "air" dry, but don't try to rub it off while it's still wet. Sand the afflicted area with wet No. 600 grit sandpaper until all traces of the glue are gone. Use a soft cloth and toothpaste or rubbing compound to remove all of the scratches and buff the entire window with a soft cloth and wax.*

**Q** Why doesn't *Model Car Science* have any articles on customizing motorcycles. Many people build motorcycles and would like some good ideas. I'm a constant reader of your magazine.

Wm. Early
Woodbridge, N.J.

**A** *Motorcycles are my bag and MCS* has *written articles about them. The December '68 issue featured "The Trick Trike" three wheeler with Corvair engine. The February '69 issue featured a V-8 powered drag bike. Motorcycles were also featured in August, September, November of '69 and January and June of 1970. You'll see articles soon on the Rupp Minibike, Yamaha 350 Scrambler and some secret bikes that Revell will be releasing this year, so "hang in there."*

Well I've helped several people in the past with their problems so now maybe someone can help me. I need Edsel models. The one I need in particular is AMT's funny Edsel No. 6758, which was released last year. I also need die-cast motorcycle models and a Lesney Coronation Coach. I will pay handsome prices for any of these or we can trade. Write to: Brick Price, 11795 Gateway Blvd. No. 3, Los Angeles, California 90064. Thanks.




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